



THREE SPRING AND EARLY SUMMER TOURS.

COLORADO, CALIFORNIA, THE PACIFIC NORTHWEST

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ALASKA

LEAVING BOSTON APRIL 20, 1891.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington St. (opposite School St.), Boston, Mass.

... SEASON OF 1891 ...

THREE SPRING AND EARLY SUMMER TOURS.

A Tour of 82 Days

Through Colorado, New Mexico, Arizona, Southern, Central, and Northern California, the Mount Shasta Region, Oregon, Washington, the Puget Sound Country, British Columbia, ALASKA, Idaho, Montana, The Yellowstone National Park, etc. See pages 3-112.

TOUR OF 75 DAYS ACROSS THE CONTINENT,

And through California and the Pacific Northwest (from San Diego to Victoria, B. C.), and Homeward via the Yellowstone National Park. See pages 113-146.

TOUR OF 62 DAYS TO THE PACIFIC COAST,

Through California, and Homeward across the Sierra Nevada and Rocky Mountains, and through Nevada, Utah, Colorado, etc. See pages 147-180.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington Street (opposite School Street), Boston, Mass.

Suggestions in Regard to Joining a Party.

Persons desiring to join any of our parties should send their names to be registered at as early a date as convenient. A name is registered as soon as there is an intention of going, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in this connection, and no responsibility is incurred. If circumstances prevent the person from going, early notice of the fact should be sent to us. The name will then be taken from the list, and the next applicant permitted to fill the vacancy. Tickets can be taken and paid for at the convenience of the passenger any time to within four days of the date of departure; and should the passenger then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen. In all cases the parties are limited in numbers, and it frequently occurs that parties are filled long before the dates of departure. Persons are not compelled to come to Boston for the purpose of joining an excursion, but may connect with the train at any convenient point along the route. The sleeping-car berths are assigned previous to the date of starting, and those belonging to passengers who join at points on the route are invariably held for them until they are required.

❖ ————— SEASON OF 1891. ————— ❖
A GRAND TOUR
FROM THE
ATLANTIC TO THE PACIFIC,
AND A VOYAGE TO
❖❖ ALASKA ❖❖

WITH VISITS TO

The Picturesque Places in Colorado, New Mexico, Arizona, Southern, Central, and Northern California, the Mount Shasta Region, Oregon, Washington, the Puget Sound Country,

ALONG THE BRITISH COLUMBIAN AND ALASKAN COASTS, WITH THEIR LOFTY MOUNTAINS, GIGANTIC GLACIERS, AND QUIANT NATIVE TOWNS,

And Homeward through Idaho, Montana, North Dakota, etc., with a week in the Yellowstone National Park.

A Magnificent Train of Vestibuled Pullman Palace Cars, including Pullman Palace Dining-Cars.

The Party to Leave Boston Monday, April 20; and to Return Friday, July 10.

PRICE OF TICKETS (ALL TRAVELING EXPENSES INCLUDED), - \$675.00.

Incidental Excursion to the Yosemite Valley and the Big Tree Groves.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington St. (opposite School St.), Boston, Mass.

COLORADO, CALIFORNIA, THE PACIFIC NORTHWEST

..... **ALASKA**

AND THE

YELLOWSTONE NATIONAL PARK.

April 20 to July 10, 1891.

OF our three transcontinental tours arranged for the spring and early summer of 1891, we shall first describe one that is unexampled in extent and variety,—a comprehensive journey through the length and breadth of our country, from the Atlantic to the Pacific, and from the Mexico line to Alaska. The Pacific Coast will be traversed for over 3,000 miles, and all its marvels may be seen—the luxuriant orchards and gardens of Southern California, the Yosemite valley, the matchless mountain scenery of the Pacific Northwest, and the vast glaciers of Alaska! To these are added the wonderfully picturesque gorges of the Rocky Mountains, “life on the plains,” the quaint native life in the far Northwest, The Yellowstone National

Park, and Niagara Falls. In fact, it would be impossible to combine in a single tour of like duration — eighty-two days — a greater number of truly grand attractions. No excursion ever planned has equalled this one in its comprehensiveness of American wonders. There are many American travelers to whom the highways and by-ways of Europe and the East are familiar, but to whom the marvelously fine scenery of their own country is as a closed book. Within the past decade great progress has been made in rendering even the inner recesses of our vast domain accessible to the tourist, and united to this fact is the equally important one that our special excursion trains carry to the most distant points comforts and luxuries previously unknown in traveling in this country or any other. All the chief railway journeys herein described will be made in a magnificent train of Pullman vestibuled palace cars, which unite every first-class hotel appointment known to the rail, including a complete dining-car service; and the Alaskan voyage will be performed on the staunch and elegant steamship "Queen," the finest vessel in the fleet owned by the Pacific Coast Steamship Company. The steamer trip will occupy about twelve days. All the famous scenic points in Southern Alaska which have made the Alaska tour so famous, will be visited, including Fort Wrangel, Juneau, the Douglas Island gold mines, Chilkoot, Sitka, and the great Muir Glacier on Glacier Bay. There will be time for landing and sight-seeing at all the chief points of interest, and everywhere tourists will have unsurpassed opportunities for scanning the wonderful scenery of our northernmost possessions, and for studying the quaint and primitive native life. The entire route from Puget Sound to the farthest northern point reached, is lined with scenes of wonderful and awe-inspiring character — mountains of great height, with fathomless depths at their very feet; cascades, which seem to tumble from the sky itself; densely wooded shores, whose solitudes have never yet been invaded by man; and vast fields of snow and ice, which glow in

the sunlight like plains of gold and silver. Thousands of mountain peaks are seen that no man has ever visited, and that are as yet even unnamed. In Alaska, great glaciers, many fold larger than the grandest ice fields of Switzerland, flow down to the sea, mingling with the floods of the ocean, and breaking off in huge masses of fantastical shapes. In no part of the world is there so much wild grandeur encompassed in a voyage of equal duration.

The time selected for the tour is seasonable, not only for the visit to the far North, but also for the journey across the continent and the tour through California. In June, when the party will reach the Northwest, long days prevail, and there are really only a few hours of darkness. Nothing that can contribute to the safety, comfort, and well-being of the passengers will be omitted. Only two persons will be placed in a section of the sleeping-cars (every passenger being entitled to an entire double berth, half a section) and only two persons in each stateroom on the steamer.

From Boston to the Missouri River.

The party will leave Boston, from the Fitchburg Railroad station, at 4.00 P. M., Monday, April 20. The early stage of the journey is over the popular Fitchburg and Hoosac Tunnel route, and through a picturesque section of Northwestern Massachusetts. At a distance of 135 miles from Boston we enter the portals of the famous Hoosac Tunnel, which pierces the mountains for four and three-quarters miles. Near Mechanicville, N. Y., the Hudson River is crossed, and at Rotterdam Junction the train passes from the tracks of the Fitchburg Railroad to those of the West Shore Railroad. This latter line ascends the Mohawk valley, and traverses the great State of New York, passing through Utica, Syracuse, Rochester, Buffalo, and other important towns. As meals are to be served in the dining-car, there will be no prolonged

stay at any station during the early part of the ride. Passing through Buffalo, our train continues along the shores of Lake Erie and the Niagara River to Niagara Falls. We cross the Niagara River on the great Suspension Bridge, just above the terrible Whirlpool Rapids, and about two miles below the cataract. From this point westward through Canada the route lies over the Southern Division of the Grand Trunk Railway. The St. Clair River is crossed just below Lake Huron; and at Port Huron, on the Michigan side, we enter upon the Chicago & Grand Trunk road. At this point, too, Eastern or 75th meridian time changes to Central or 90th meridian time, which is one hour slower. After traversing Michigan and a little corner of Indiana, we reach the boundary line of Illinois. At Blue Island Junction our train will be transferred to the tracks of the Chicago, Rock Island & Pacific Railway, on which we make our farther journey to Kansas City.

We cross the northern part of the great State of Illinois, reaching the Mississippi River at Rock Island. This route takes us through Joliet, Morris, Ottawa, La Salle, Peru, Geneseo, Moline, and other populous cities and towns. Rock Island is a handsome city, which stands on the east side of the lordly Mississippi, while Davenport, Ia., is on the opposite bank. Thus far we have followed quite closely the line of march taken by General Winfield Scott at the time of the Black Hawk War. Where the city of Morris stands, was fought, only fifty-five years ago, a sanguinary battle between the Black Hawk Indians and the white settlers, the latter having the assistance of the Pottawattamies. The island, which gave the city of Rock Island its name, is traversed by the railway, the river being crossed by a magnificent iron bridge. The island is owned by the United States government; and the United States Arsenal, which was erected here after the destruction of the one at Harper's Ferry, Va., in the war of the Rebellion, is near the road. The grounds have been laid

out by the government in a very handsome manner, and serve as a charming park for the three adjacent cities — Rock Island, Davenport, and Moline. Where the Kimball House in Davenport stands, was signed the treaty with the Indians which opened up Western Illinois, Eastern Iowa, and Southern Wisconsin to white settlement. Black Hawk's village stood upon the site of the city of Rock Island. On leaving Davenport, our train continues down the west bank of the Mississippi River as far as the flourishing city of Muscatine. Our course is then across the southeastern corner of Iowa; and at Lineville we enter the State of Missouri, traversing its northwestern section from thence to Kansas City, a distance of 142 miles. Princeton, Trenton, and Cameron are the chief towns on this part of the line. Just before entering Kansas City, the road crosses the Missouri River on a high and substantial bridge.

Kansas City.

We shall reach Kansas City early Thursday morning, and spend several hours there. This city lies upon the boundary line of two States,— Missouri and Kansas,— with its chief population, public buildings, etc., in the former. Kansas City, Mo., contains 132,416 inhabitants, and the Kansas division of the city 38,271. Possessing peculiar advantages from being the junction point of a dozen great railroads, Kansas City has made rapid strides within two or three years past. It is the largest depot for agricultural implements in the world, the second great beef-packing centre, and the third place of importance in pork packing.

The Atchison, Topeka & Santa Fe Railroad.

On leaving Kansas City Thursday forenoon, we enter upon the main line of the Atchison, Topeka & Santa Fe Railroad, over which we are to travel upwards of 2,300

miles in different stages of our western journey. With several eastern termini and a number of branches to tributary points, the main line of this great road reaches out over the great State of Kansas, through a part of Colorado, and then diagonally across the Territory of New Mexico, to connections with the Pacific Coast and old Mexico. The Santa Fe system comprises, in addition to the main line and its branches, the Atlantic & Pacific, through Arizona and California, the Southern California Railway Company's system, and other important lines.

Through Kansas.

Our course from Kansas City to the Colorado State line takes us 486 miles within the borders of Kansas. The State embraces in alternation broad, level valleys and high, rolling prairies, with a gradual rise towards the Rocky Mountains. At Kansas City we are 765 feet above the sea, and at the borders of Colorado 3,418. The highest point in the State is the extreme northwest, which has an elevation of about 4,000 feet. The eastern section, through which we pass by daylight, is well watered, well settled, and is devoted largely to corn and wheat, of which the yield is enormous. The western section, with the neighboring parts of Colorado and Nebraska, is given up largely to cattle grazing.

Colorado.

Entering Colorado a little distance west of Coolidge, we find that the plains look dry and barren, but nevertheless they furnish good grazing. We are at times on what were once famous buffalo grounds. Antelopes are sometimes seen near the track; and villages of those queer little animals, the prairie dogs, are also common. Deer, like the buffalo, have been driven back from the railroads.

Colorado embraces 103,645 square miles. Of the United States, Texas (262,292

square miles), California (158,000 square miles), Montana (143,776 square miles), and Nevada (109,740 square miles) only exceed it in area; and of the Territories only New Mexico and Arizona. Upon first entering Colorado, little change will be noticed in the physical aspect of the landscape, except that the prairie gradually becomes more rolling. Las Animas is a thriving cattle centre. At La Junta we diverge from the main line of the Atchison, Topeka & Santa Fe Railroad for a detour amid some of the great scenic wonders of the Rocky Mountains. We proceed first to South Pueblo over a branch of the Santa Fe line, and from thence over the Denver & Rio Grande Railway to several of the grandest scenic points in the mountain region. Our stay at Pueblo will be long enough for the party to see something of this busy and progressive young city.

The Royal Gorge.

Leaving Pueblo Friday noon, we shall proceed over the main line of the Denver & Rio Grande Railway westward in order to visit the famed Royal Gorge. Our course lies through the narrow valley of the Arkansas River. At Florence, thirty-three miles from Pueblo, we are in the centre of the Colorado petroleum district, and above this place are extensive coal deposits. Cañon City (fifty-one miles) is a large and growing town. The State Penitentiary is near the railroad track, on the right, and just beyond are several fine soda springs. The cañon begins just above this point, and for ten miles the scenery is of the wildest and grandest description. Mountains of rock running up almost perpendicularly nearly half a mile in height, and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and new pictures of wildness and grandeur greet the eye at every turn. Every feature of the scenery is on a stupendous scale.

Denver.

Returning to Pueblo after our inspection of the Royal Gorge, we shall continue northward over the main line of the Denver & Rio Grande Railway to Denver, where the train will arrive at an early morning hour. The forenoon will be passed in this city, and there will be a carriage ride to aid the visitors in making a sight-seeing round of the "Queen City of the Plains." Denver has a population of 126,186, according to the recent census, and is one of the most substantial and progressive cities of the West.

Manitou Springs.

Leaving Denver at 1.00 P. M., we shall journey southward to Colorado Springs, and thence by a branch line to Manitou Springs, where we shall remain over Sunday, making our headquarters at the Barker and Cliff Houses. Both hotels are in proximity to the principal springs and the large bathing-establishment. The Garden of the Gods lies between Manitou Springs and Colorado Springs; and Pike's Peak, which has an elevation of 14,134 feet (7,837 feet higher than the town itself), rises in solitary beauty only a few miles away. The Manitou Grand Caverns are within a short distance of the village, as are also Rainbow Falls.

The Raton Pass.

We shall go on board the train Sunday night, and leave Manitou Springs at an early hour Monday morning, going southward over the Denver & Rio Grande Railway to Pueblo and La Junta, and thence over the main line of the Atchison, Topeka & Santa Fe Railroad.

Crossing the Raton Pass above Trinidad, at an elevation of 7,688 feet, we enter the Territory of New Mexico. Fisher's Peak, a very prominent and picturesque elevation

which rises back of Trinidad and 3,628 feet above it, is 9,633 feet high. The railroad crosses the Purgatoire River at Trinidad; six miles beyond passes through the mining town of Starkville, and ten miles above Starkville crosses the State line, just north of a long tunnel. Meanwhile occasional glimpses have been had of the gleaming Spanish Peaks, which are some thirty miles northwest of Trinidad. The railroad follows the general direction of the old "Santa Fe trail," and Dick Wootton's famous old toll-house is seen on the right just north of the summit. The descent on the New Mexico side is quite steep, and large, powerful locomotives are required to draw the trains over the mountains between Trinidad and Raton, a distance of twenty-three miles. Raton is situated on the plain, about 1,000 feet below the summit, and is an important trade centre.

New Mexico.

This Territory, which came into the possession of the United States after the Mexican war, together with Arizona, Colorado, Utah, and Nevada, comprises 121,201 square miles, and its southern boundary reaches to thirty-one degrees twenty minutes, north latitude. Much of its surface is an arid waste, but the scenery in many parts of the Territory is very beautiful. Its table-lands are elevated from 5,000 to 7,500 feet above the sea, and snow-capped peaks rise to the height of 11,000 feet and upwards. While commercial relations with the East have been established within the present century (though not fully provided for until the opening of the Atchison, Topeka & Santa Fe Railroad), New Mexico and Arizona, together with the southern part of Colorado, are unquestionably the oldest-settled portions of our country. In no part of America does the historian and archæologist find such rich fields for research. This region was the home of an ancient civilization for centuries before the first Pilgrim footfall was heard on Plymouth Rock, and before St. Augustine and Jamestown were colonized. The

pueblos, or villages, of these prehistoric races are scattered through the valleys of Southern California and Northern New Mexico and through a large part of Arizona. There are ruins of ancient cities, miles in extent; and then there are the curious cliff and cave dwellings which abound in certain parts of Colorado and Arizona. The *pueblos* are now inhabited, to a large extent, by a strange aboriginal race called Pueblo Indians; but the cliff and cave dwellings have probably been in ruins for ages. Soon after the conquest of Mexico by Cortes in 1519, the Spaniards overran the country, and it is the old South European civilization that now permeates the life and customs of New Mexico and Arizona, the American element being a very recent importation. The present population of New Mexico is estimated at 196,000.

Near Raton are valuable coal mines. There are said to be 800,000 acres of coal lands in Colfax county. Gold, silver, copper, and other ores are also found in this vicinity. South of Raton lies a rich grazing country dotted with ranches. Springer, the county seat of Colfax, and Wagon Mound are the chief places of importance between Raton and the large and flourishing city of Las Vegas.

Las Vegas Hot Springs.

The celebrated Hot Springs of Las Vegas are situated six miles from the city of the same name, and we shall pay them a visit, our special train being taken thither over the Hot Springs Branch. The springs are forty in number, and are situated at the base of a foot-hill that slopes down to the Rio Gallinas. In their thermal properties they are divided into two classes; one including springs of a temperature from 120 to 140 degrees Fahrenheit, and the other from 75 to 100 degrees. There are thirty of the former and ten of the latter. Of the whole number only about twenty-five of these springs have been required for the bath-house supply, a single spring furnishing no less

than 30,000 gallons of water daily at a temperature of 140 degrees. The warm springs flow from basins, or reservoirs, direct to the bath-houses, while the cooler ones run into large tanks, and are thence conducted into the bath-houses to furnish cold water as desired. The first improvements were made at the springs in 1846, when an *adobe* bath-house was erected and a hospital established there by the United States Army. The first hotel was erected in 1879, and is still standing. The popularity of the resort has made greater demands than the old house was intended to supply, and the large and elegant Montezuma was erected. This establishment is situated on one of the heights above the river, at an elevation of about 6,900 feet above the level of the sea. The Rio Gallinas flows through a cañon abounding in romantic scenery.

Westward from Las Vegas.

Returning to Las Vegas and then going westward, we traverse an undulating and broken country. Some twenty miles from Las Vegas is a picturesque hill known as Starvation Mountain. This is a flat-topped, rocky eminence, with almost perpendicular sides, where, tradition says, the Indians surrounded 140 Mexicans, who finally starved to death. Several crosses have been erected on the summit. Nearly fifty miles southwest of Las Vegas, in the Pecos valley, are the ruins of the old Pecos Church, which was established by the Spaniards soon after 1529. The railroad runs within about a mile of the spot. A short distance from the church are the ruins of a great city which far antedated that edifice. The faint traces of walls, now gradually being reduced to dust, are all that now remain. From the Pecos River there is an ascent by a steep grade to the summit of Glorieta Pass, which has an elevation of 7,537 feet. It was here and in the neighboring Apache Cañon, through which the railroad passes in descending the western face of the mountains, that a sharp fight

took place, early in the War of the Rebellion, between the United States forces and a band of Texans, who were bent upon seizing New Mexico.

From Lamy a branch road extends to Santa Fe, a distance of eighteen miles.

Santa Fe.

Santa Fe, the capital of New Mexico, will be reached Monday evening, and there will be a halt here until noon of the ensuing day. San Francisco street is the chief business thoroughfare of the ancient capital. The old buildings are constructed of *adobe*, and in the Mexican style. The *burro*, a diminutive donkey, is made the chief carrier of burdens; and many of these patient, hard-working little animals are driven into town with packs of wood much larger than themselves. In the centre of the city is the Plaza, or public square, a well-ordered little park, bordered by business houses on three sides and by the old *adobe* palace on the fourth or north side. In the inclosure is a monument, erected in honor of the soldiers who fell at Glorieta and Valverde. The old palace has been the seat of government for at least two and a half centuries. It was occupied by a long line of Spanish governors, and, under United States rules, the ancient edifice has still been used as the governor's residence. The interesting collections of the New Mexican Historical Society have been placed in this edifice. In front of the Exposition Building, near the United States Military Post, is a monument erected in honor of Kit Carson. Old Fort Marcy, on the hill above the hotel, was established by General Kearney, in 1846. Upon the same site De Vargas encamped in 1693. The old San Miguel Church, on the south side of the river, is supposed to be the oldest place of worship on American soil, having a recorded history as far back as 1580. Near this edifice is St. Michael's College for boys, erected a few years ago, from the tower of which a very fine view of the city and surrounding country

is commanded. Near the ancient church is an old house, the walls of which are supposed to have great antiquity. They are thought to be the remains of a prehistoric edifice. Just across the creek, returning, are the spacious and highly improved grounds of the "Academy of Our Lady of Light," conducted by the Sisters of Loretto. The high *adobe* wall incloses the old Academy building, the new and very beautiful stone chapel of purely Gothic architecture, and the commodious new academy building. Directly in the rear of these grounds are the residence and noted gardens of Archbishop Lamy. North a short distance is the Cathedral of Santa Fe, which has recently been rebuilt. East of the Cathedral is located the St. Vincent asylum, or hospital, conducted by the Sisters of Charity. Another old church, that of Guadalupe, was, a few years ago, renovated and modernized for the use of the English-speaking Catholics. There are also several Protestant places of worship. The territorial Capitol is a handsome edifice, which was completed a year or two ago.

The Ramona School, situated in the outskirts of the town, is a noble institution for the education of Indian youth, under the direction of Rev. H. O. Ladd.

During the visit to Santa Fe the party will make the train of vestibuled cars its headquarters, the train being placed on a side track near the station.

From Santa Fe Southward.

We shall leave Santa Fe Tuesday noon, April 28, proceeding first to Lamy, eighteen miles south of Santa Fe, where we again join the main line of railway. Near Wallace, which is thirty-one miles from Lamy, we reach the banks of the Rio Grande del Norte, or the Rio Brava del Norte, as it is also called, the chief artery of the water system of the Territory. At this point is the *pueblo* of Santo Domingo, which is situated upon

the bank of the river, within plain sight from the cars. A little farther on is the *pueblo* of San Felipe. The former tribe numbers nearly 1,000 and the latter between 500 and 600. The station at Wallace is upon the reservation of the Santo Domingos. The *pueblo* is two miles distant. Three other Indian *pueblos* will be passed in the course of the journey; viz. Sandia, twenty-five miles beyond Wallace; Isleta, about twelve miles beyond Albuquerque, and Laguna, on the Atlantic & Pacific Railroad, sixty-six miles from Albuquerque. Bernalillo, twenty miles beyond Wallace and sixteen miles north of Albuquerque, is an old Mexican town that has seen but little change since the railroad invaded its precincts.

Albuquerque.

The approach to this city is picturesque, the Sandia Mountains, which lie at no great distance northeast, adding to the beauty of the scenery. Albuquerque was a populous Mexican town long before the railroad came, having been christened in honor of the Duke of Albuquerque in the days of Spanish rule. The busy, bustling city of to-day has sprung into existence within the past five years beside the railroad, and is a typical American town; while the old town, three miles distant, is almost distinctively Mexican. The headquarters of the operating department of the Atlantic & Pacific Railroad are at Albuquerque, although the actual junction of that road with the Atchison, Topeka & Santa Fe Railroad is thirteen miles south. In the outskirts of the new city is a school for Indian youth, which is carried on under the auspices of the Presbyterian Board of Home Missions. The government erected the buildings, and pays a fixed price for the education of each pupil. The school is under the charge of Mr. R. W. D. Bryan, and has upwards of 100 pupils, representing the various *pueblo* tribes, and, to some extent, the Apaches, Navajos, and Utes.

The Atlantic & Pacific Railroad.

This railway, over which we travel 744 miles in the next stage of our journey, aids in forming one of the great Pacific Coast branches of the "Santa Fe" system, into which it has lately been absorbed. It extends through New Mexico and Arizona, crossing the latter Territory just north of its centre, and finds in the Mojave Desert of California its western connections with the Southern California Railway Company's lines and the Southern Pacific Railroad. It is a finely constructed road, and forms an important link in the great Santa Fe system. For much of the way it lies along the elevated table-land of Arizona, the scenery of which is much diversified.

Leaving Albuquerque, we shall cross the continental divide, 130 miles west of that city and 2,291 feet above it, the greatest elevation being 7,297 feet. At the summit there is little to indicate that one is at the top of a mountain range. Sixty-four miles east of the divide the road passes through the Indian town of Laguna. Near the station of Wingate is Fort Wingate, one of the most important of the western military posts and the starting point for Zuñi, the famous Indian *pueblo* which is situated forty-five miles south of the railroad. Another curious Indian *pueblo*, that of Acoma, is found sixteen miles south of Laguna. At Gallup, the next station west of Wingate, are extensive coal mines. Defiance is the supply station for Fort Defiance and the Navajo agency. The great Navajo reservation lies north of the railroad in both New Mexico and Arizona, extending along the line of Colorado and Utah. Manuelito is a station that was named in honor of a former chief of the Navajos. The line between New Mexico and Arizona is crossed between Manuelito and Allantown. The road here runs in proximity to some curiously shaped buttes, while peculiar red cliffs are seen north of the road. A great mass of rock, with cathedral-like pinnacles, seen near Wingate, is known as the Navajo Church.

Arizona.

Arizona comprises 113,916 square miles, and is the next largest Territory to New Mexico. It is three times the size of the great State of New York, and, like California, possesses within its wide domain nearly every climate. There is much desert and waste land, but some sections are very productive. The Atlantic & Pacific Railroad passes through a large part of the best lands in the Territory, although it also crosses great desert sections, where water is had only by running water-trains from the most convenient springs. There are many thousands of square miles of good grazing lands, and the raising of cattle, sheep, and horses is an important and growing industry. There are great tracts of pine timber, which is said to be equal to any found in the East. The mining interests of this region have been large for more than 300 years, and are constantly increasing. Gold, silver, and copper are found in various sections of the Territory. In the northern part of Arizona, at a considerable distance from the railroad, is that great wonder of the world — the Grand Cañon of the Colorado.

The famous petrified forests of Arizona are situated twenty-six miles from Holbrook and some ten miles from the railroad. Holbrook is also the point of departure for the Moqui Indian towns, from ninety to 100 miles distant.

The Cañon Diablo and the San Francisco Mountains.

The Rio Puerco, a small stream along which we have journeyed for some distance before reaching Holbrook, joins the Little Colorado near that place, and the road crosses the latter thirty-two miles farther on, near the lively little town of Winslow. Twenty-six miles beyond Winslow the road crosses the Cañon Diablo, an immense, zigzag, yawning chasm in the white and yellow magnesian limestone. The bridge is 541 feet long and 222½ feet in height, or higher than Bunker Hill Monument, above the bottom of the abyss. It is an iron structure, a model in its way, and cost \$250,000.

Long before this, the magnificent San Francisco Mountains, a group of lofty, snow-clad peaks which rise a few miles north of the railroad, at Flagstaff, have begun to attract attention. There are three sharp peaks, of purest white, supported by dark shoulders of cedar and piñon-covered heights. The main peaks are Humphrey, Agassiz, and Humboldt; and the long, dark eastern ridge is Mount Miner. Mount Humphrey is 12,815 feet high, and Mount Agassiz is only 300 feet lower. The elevation of Flagstaff is 6,935 feet, and the Arizona Divide (a spur of the San Francisco Mountains), a dozen miles beyond, is between 200 and 300 feet higher. The mountains northeast of the San Francisco group are known as the Coconino range. They are mainly extinct volcanoes. One of them, called Sunset Mountain, presents a singular aspect, the rim of its crater being tipped with red lava rock. In another of the Coconino hills is a group, numbering sixty-five, of the mysterious cave dwellings, which are supposed to antedate the prehistoric cliff dwellings, an extensive collection of which is found in Walnut Cañon, nine miles from Flagstaff. Through a large part of this section, ruins of cities and towns which were built of stone are found. Near Flagstaff the railroad enters the timber region, and the country assumes a beautiful park-like appearance. The extensive mills of the Ayer Lumber Company, a Chicago concern, are situated at Flagstaff. The Marble Cañon, the deepest portion of the Grand Cañon of the Colorado, — 6,549 feet in depth, — is sixty-five miles distant from this station, and north of the San Francisco Mountains.

Beyond the San Francisco Mountains there are several detached peaks, which appear quite prominent as seen from the railroad. These are Bill Williams's Mountain and Mounts Kendrick, Sitgreave, and Floyd. Near Bill Williams's Mountain is the station of Williams. Williams was a pioneer settler in this region. Not far from Ash Fork the railroad winds through a rocky pass known as Johnson's Cañon. At Peach

Springs we are nearer the Grand Cañon of the Colorado than we were at Flagstaff, the distance being only twenty-three miles; and at Hackberry we are in the vicinity of an active and productive mining region.

Entering California.

The Needles, situated on the California side of the Colorado River, — here a broad and rapid stream which is crossed by means of a long bridge, — is where we enter California. There is nothing but a sandy waste for a long distance on each side of the river, but within view at the north are some picturesque mountains which give to the station its name. The Needles is a place of considerable importance, and was long the headquarters of the California Division of the Atlantic & Pacific Railroad. The Mojave Indians have a reservation near this point. Proceeding westward, the road crosses the great Mojave Desert of California, an elevated tract whereon little else than the yucca palm is seen growing. At Goff's, thirty-two miles west of The Needles, we are at an elevation of 2,580 feet, more than 2,100 feet above the Colorado River. There are numerous lava hills scattered about the eastern section of the desert, and there are picturesque mountain ranges within view at the north. In the Providence Mountains are mines; and near Daggett are the famous Calico Mines, so named from the peculiar appearance of the mountains wherein they are situated. There are extensive borax deposits in the same section.

The Southern California Railway Company's Lines.

At Barstow we diverge from the main line of the Atlantic & Pacific Railroad, which extends on to Mojave, and continue southward over the Southern California Railway Company's lines, in order to make a detour through Southern California. At this

point the standard time makes its last change, from Mountain (105th meridian) to Pacific (120th meridian), which is one hour slower, or three hours slower than Eastern time.

The Southern California Railway Company's lines cover the extensive system of the Atchison, Topeka & Santa Fe Railroad in Southern California, or, rather, all of it that is not included by the Atlantic & Pacific Railroad. This latter line of railway extends across Arizona and California, uniting with the Southern Pacific Company's road at Mojave. The Southern California Company's lines reach Pasadena, Los Angeles, San Diego, Redlands, Riverside, Redondo Beach, and nearly all the important points in that section of the State.

Emerging from the Mojave Desert, and following up for a time the Mojave River, which farther north disappears altogether in a desert "sink," our train climbs the slopes of the San Bernardino range towards the Cajon Pass, which pierces the mountain wall not far east of the snow-capped peak known as "Old Baldy." While approaching the pass, and while descending the steep grades on the other side, the traveler enjoys a succession of magnificent views. The summit of the pass is 3,819 feet above the sea, or 1,714 feet above Barstow.

Southern California.

From the scene of sandy waste and desolation presented by the Mojave Desert, we emerge into the garden of California, a region where the flowers and fruits of the semi-tropics grow in profusion. The transition is a welcome one, and luxuriant orange groves and vineyards take the place of desert sands. The air becomes fragrant with the sweet breath of orange blossoms. Snow-clad peaks rise behind us, and in front is spread out the broad and fruitful valley in which San Bernardino, Colton, Riverside, and dozens of other towns are situated. We have meanwhile crossed a portion of the

county of San Bernardino, which, with its 23,472 square miles of area, is larger than four of the New England States — Vermont, Massachusetts, Rhode Island, and Connecticut combined. Besides oranges and grapes, which constitute the chief products of Southern California, lemons, limes, olives, citrons, figs, pomegranates, almonds, English walnuts, and other strange fruits and nuts grow here, as do also the cactus, the palm, the pepper tree, the acacia, and the eucalyptus. On descending from the mountains, we pass through the old town of San Bernardino. On a mountain-side at the left, as we approach this city, may be seen the famous Indian arrow-head, a huge discoloration of the slopes over a quarter of a mile long.

Redlands.

We proceed from San Bernardino over the Valley Division of the Southern California Railway to the new and beautiful town of Redlands, nine miles distant. This place, which is picturesquely situated in the midst of the fruitful San Bernardino valley, is a striking embodiment of California's development and progress. It is a paradise of fruits and flowers. It has risen like magic, not on the spur of mere speculative energy, but by reason of its delightful situation and abundant resources. The population is made up largely of eastern people, and the town contains many elegant homes. We shall spend the afternoon of Thursday, April 30, at Redlands.

San Diego and Coronado Beach.

On leaving Redlands we shall return to San Bernardino, and then proceed southward over the Southern California system to San Diego. On our arrival at San Diego, Friday morning, we shall take omnibuses for the famous Hotel del Coronado, Coronado Beach, crossing the bay by ferry.

San Diego county, with its 14,969 square miles, a larger area than any of the New England States, except Maine, and nearly twice the size of Massachusetts, is the southernmost county of California, and adjoins Mexico. The city of San Diego, situated upon its southern sea-coast and only a few miles from the national boundary line, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769; but like Los Angeles it owes its present importance to recent growth. The development of this section has followed the extension of the Santa Fe system into this region. The present number of inhabitants is 16,153. In 1880 the accredited population was 2,637. With a remarkably fine climate, unsurpassed on the whole globe for equability and salubrity, it is claimed, added to its other advantages, San Diego is naturally a favorite place of resort for eastern visitors. The fruits of the temperate zone and the tropics here grow side by side; and the yield, both of vegetables and fruits, is immense.

The magnificent Hotel del Coronado was erected by the Coronado Beach Company, and is one of the finest resorts on the Pacific Coast. The building of this mammoth hotel marks a new era for this section, since it provides the tourist with new comforts and luxuries. Some idea of its size may be gained when it is known that it has a frontage of 1,300 feet and contains 750 rooms. The total floor surface is seven and a half acres, and the dining-room has a seating capacity of 1,000. Water flows into the hotel from a mineral spring, already famous on account of its medicinal properties.

Riverside.

Leaving the Hotel del Coronado Monday morning, we shall proceed to San Diego, and there go on board a railway train for our return northward. The route lies through an interesting section of Southern California, and in places the scenery is very picturesque. For a distance of between sixty and seventy miles we are upon the coast,

and nearly all the time within sight of the Pacific Ocean. A few miles from Oceanside is the old Mission of San Luis Rey de Francia, and near San Juan is that of San Juan Capistrano, both in ruins. The latter was destroyed by an earthquake soon after its erection in 1776. The ruins of the San Juan Capistrano Mission are seen from the train.

Riverside, to which we shall pay a visit of several hours, is one of the most beautiful valley towns in California. The place is devoted largely to the culture of the orange, and immense quantities of the fruit are shipped East from this town annually. Some of the finest orange orchards in the country are in or near Riverside. The residents, largely Eastern people, have picturesque homes, surrounded by gardens and shrubbery. Magnolia avenue is a magnificent double driveway divided by a row of pepper trees, and lined for many miles with handsome villas and lovely gardens.

Redondo Beach.

From Riverside we continue over the Southern California Railway Company's line through another series of populous and thrifty valley towns, including Ontario, Pomona, Lordsburg, Duarte, Monrovia, Santa Anita, Lamanda Park, and Pasadena, to Los Angeles. Leaving our inspection of Los Angeles and Pasadena until a subsequent visit, we proceed at once from Los Angeles to Redondo Beach, where we shall pass the succeeding day.

Redondo Beach is one of the most charming sea-shore resorts on the Pacific Coast, and is situated only twenty-three miles distant from Los Angeles. The ride thither by the Atchison, Topeka & Santa Fe Company's branch line is through a fruitful region, abounding in vineyards and orange orchards. The Redondo Beach Hotel is a large and elegant seaside establishment, in which neither pains nor expense have been spared to make it an ideal resort. Nature had done much for Redondo Beach, and

all the expenditure of money and labor upon the hotel and the elegant grounds has but heightened the charms of this magnificent spot. The house is under the able management of Colonel E. W. Root, formerly manager of the Hotel Vendome, San Jose; and Mr. George H. Arnold, another well-known hotel man, is his assistant. Redondo is also the home of the Southern California Chautauqua Association; and a large building, especially well designed for the accommodation of large gatherings, has been erected.

Pasadena.

Leaving Redondo Beach Wednesday morning, May 6, we shall proceed to Pasadena *via* Los Angeles, arriving at the former city about 9.00 o'clock A. M. Pasadena, one of the most favored winter retreats on the Pacific Coast, is charmingly situated nine miles from Los Angeles. The Raymond, at East Pasadena, is a mile nearer. Its situation, in the higher part of the valley, over 500 feet above Los Angeles and nearly 1,000 feet above the sea, with the noble range of the Sierra Madre towering above it at no great distance in the north and great stretches of orange orchards and vineyards adorning the gently rolling surface of the country south and east, gives it every advantage of picturesqueness, while no place on the entire Pacific Coast can surpass it for healthfulness. For miles around, the fair surface of the valley and the mountain benches are dotted with handsome villas, each with its individual surrounding of garden and orchard. Although a place of gardens, vineyards, and groves, the city has a population of over 10,000, and is provided with all modern improvements. Carriages will be in waiting at the station on our arrival, and an extended ride will be taken through the handsome city and its environs. Raymond Hill, which commands a magnificent view, Raymond avenue, Orange Grove avenue, Colorado street, Lamanda Park, and other points in and about Pasadena will be visited. Lunch will be provided at the Hotel

Arcadia, Lamanda Park. The Raymond will close for the season previous to our date of arrival.

Los Angeles.

The party will return to Los Angeles in the afternoon, and proceed to The Nadeau and The Westminster. Los Angeles, the metropolis of Southern California, or *La Puebla de la Reina de los Angeles* (literally the town of the Queen of the Angels, to give its old Spanish title in full), is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781. It had already attained considerable size and dignity at the time of the American conquest, although its chief increase in population, business importance, and wealth has been the result of recent growth. From a little collection of *adobe* huts it has become a handsome city. With less than 12,000 inhabitants in 1880, it had in 1890 increased in population to 50,394. The city has eighty miles of graded streets, fifteen of which are paved or macadamized, and is very brilliantly lighted with electricity. The street-car system includes twenty-one miles of cable lines, eight or ten miles of electric railways, and horse-car lines in addition. The city is spread over a large area, and extends far out over a level country beautifully shaded. The old section of the town was irregularly built of *adobe*; but the march of improvement has left but few relics of early Los Angeles, except the original church, which stands upon Main street, in the midst of all the life and bustle of the rejuvenated city — a quaint reminder of other days. The main thoroughfares have an aspect of business activity that even San Francisco cannot excel. The public buildings are spacious and elegant, and the business blocks in many instances imposing. Among the handsome edifices recently built are a Court House, which cost \$410,000; the Young Men's Christian Association Building, costing \$150,000; the Women's Christian Temperance Union Building, costing \$45,000; an

orphan asylum, costing \$60,000; the Burbank Theatre, costing \$200,000; City Hall, costing \$208,000; Post Office, costing \$54,000; a government building, costing \$250,000; and the Southern Pacific Company's new station, on Alameda street, foot of Fifth street, costing \$250,000. A ride about the city in any direction cannot fail to delight the stranger. There are substantial evidences of wealth and prosperity on every hand.

From Los Angeles to Santa Barbara.

Leaving Los Angeles by the Southern Pacific Company's main line Friday afternoon, May 8, we proceed northward thereon as far as Saugus, thirty-two miles, and then journey westward seventy-eight miles over the company's Santa Barbara Branch. Twenty-six miles north of Los Angeles and 1,200 feet above it, we go through the San Fernando Tunnel. From Saugus we descend through the picturesque Santa Clara valley. At Camulos is the ranch where Ramona, the heroine of Helen Hunt Jackson's touching story, lived. From San Buenaventura to Santa Barbara, the railroad follows the seashore, and many charming views are had, with the broad Pacific Ocean on one side and the mountains and picturesque valleys on the other.

Santa Barbara.

This beautiful city by the sea is one of the best known of all the Southern Pacific resorts. It is delightfully situated upon a gentle slope, with the blue waters of the Pacific on one side and the purple peaks of the Santa Inez Mountains, from 3,500 to 4,000 feet high, on the other. Here the Franciscans established a mission in 1782, which is still one of the most picturesque objects in California. Santa Barbara has a population of about 6,000 people, whose homes are embowered in gardens of roses, and shaded by the eucalyptus, palm, pepper, and magnolia. The view oceanward

embraces the hill-studded islands of Santa Cruz, Santa Rosa, San Miguel, and Anacapa. The Arlington, which we shall make our headquarters during our stay, is one of the most popular hotels on the Pacific Coast. The surroundings of Santa Barbara are very romantic, and a carriage ride to some of the various points of interest will be a feature of our visit. State street, upon which The Arlington is situated, was paved with concrete last year, and is now one of the finest avenues in America. The old Franciscan Mission, the best preserved of all the old California churches, stands upon an elevated slope back of the town, forming a picturesque object in the outlook towards the rugged mountains. Montecito is a lovely suburb of Santa Barbara, and there are some hot springs on the heights beyond.

From Santa Barbara to San Francisco.

The Yosemite parties will leave Santa Barbara on different days, and those who proceed directly through to San Francisco will go with the last party. The dates of departure of the Yosemite excursionists will be made, as far as possible, to meet individual preferences. Returning from Santa Barbara to Saugus, we resume our northward journey at that point over the Southern Pacific Company's main line. During the early part of the trip we traverse the western section of the Mojave Desert, through the eastern part of which we journeyed on first entering California. The yucca palms are again found in great abundance, and relieve the desert expanse of its otherwise barren aspect. Its fibre is used in the manufacture of paper.

About 120 miles north of Los Angeles is the famous Tehachapi Pass. The railroad here crosses a group of mountains belonging to the terminating southwestern spur of the Sierra Nevada, at an elevation of 3,964 feet above the sea. It was not so much the elevation as the broken country that presented difficulties in the way of engineering; and it was only by a series of bewildering curves, in one of which the road actually

crosses its own line, that a practicable route was found across the mountains. The "loop" is 3,795 feet in length, and the lower track is 78 feet beneath the upper one. The actual point of crossing is at the ninth of the seventeen tunnels that are encountered between the summit and Caliente. North of these hills are a series of broad plains and wide valleys. The valley of the San Joaquin is followed until its union with the Sacramento, and the road then courses along the borders of the straits and bays until it reaches Oakland. Skirting the shores of San Pablo Bay and rounding the point at San Pablo station, we look across the bay and harbor of San Francisco, and out through the portals of the Golden Gate toward the broad Pacific. As the train sweeps on through the outskirts of Oakland, the traveler gains only a hint of the beauty of the place; but the greater city across the bay, which climbs and scrambles over a group of steep hills, is our destination; and, leaving Oakland behind us, we speed on to the long pier, from whence a huge ferry-boat conveys us to the opposite shore.

Berenda, 304 miles from Los Angeles and 178 miles from San Francisco, is the point of departure from the main line for the Big Trees and the Yosemite valley. A branch railroad extends from Berenda to Raymond, twenty-two miles, from which latter point the stages run. The Yosemite parties, when the number of passengers is sufficient, will go through from Santa Barbara to Raymond on special sleeping-cars.

San Francisco and the Palace Hotel.

The metropolis of the Pacific Coast is one of the most interesting cities in America, and is becoming more beautiful and attractive year by year. It is naturally cosmopolitan in character, and the visitor can take a foreign jaunt in miniature by walking through certain sections of the town. In some particulars, and notably in its street-

car service, which consists largely of "cable roads," it is in advance of the older cities of the country. With one of the finest harbors on the globe, and occupying an important position in connection with the world's commerce, its shipping interests are of vast proportions. The growth of the city has been very rapid, especially since the opening of the Central Pacific Railroad, in 1869. The population of the city, according to the late census, is 297,990, an increase of 64,031 in ten years. San Francisco is now eighth in size in the list of American cities, having left Cincinnati behind in the last decade.

The greatest curiosity in San Francisco is the Chinese quarter, a rectangular block seven squares in length by three and four in breadth. It is near the business centre, and only a few blocks away from the palaces of the railway millionaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid underground dens, and attics whose overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied as shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. You find yourself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the performance in a Chinese theatre, and listening to the ear-piercing, mournful music, and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved watermelon, and sweetmeats. In all the stores and other portions of the Chinese quarter, eastern visitors are received with the greatest courtesy.

Among the buildings the visitor will desire to see are the City Hall (still unfinished,

although it has already cost \$4,000,000), between Market, McAllister, and Larkin streets, opposite Eighth street; the branch United States Mint, at the corner of Fifth and Mission streets (open to visitors from 9.00 to 12.00); the new rooms of the California Pioneers, on Fourth street near Market street; Masonic Temple, corner of Post and Montgomery streets; Odd Fellows' Hall, corner of Market and Seventh streets; San Francisco Stock Exchange, No. 327 Pine street; and the new Union Club Building, Union square, corner of Stockton and Post streets. The Post Office and Custom House are at the corner of Washington and Battery streets, and the chief branch office (Station D) is at the foot of Market street; the Merchants' Exchange Building, on California street; the old City Hall, corner of Kearney and Washington streets; the Young Men's Christian Association Rooms, 232 Sutter street; San Francisco Art Association, 430 Pine street; Mineralogical Museum of the State Mining Bureau, 24 Fourth street (in the Pioneers' Building); the Free Library (40,000 volumes), in the City Hall Building; Mechanics' Institute (library of 35,000 volumes), 31 Post street; the Academy of Sciences (library of 5,000 volumes), southwest corner California and Dupont streets; and the Lick Baths, on Tenth street. The California State Board of Trade has at its headquarters, No. 12 Second street, under the Grand Hotel, an interesting exhibit representing the resources of the different counties. Golden Gate Park, a beautiful tract of 1,013 acres, reclaimed from the sand dunes, is about three and a half miles from the Palace Hotel. Several of the cable-car lines lead thereto. The beach, Cliff House, and Seal Rocks are about the same distance beyond the entrance to the park, and a dummy line in connection with the Haight street cable road forms a direct route to that famous resort. Another route is *via* the California street cable line to Central avenue, and thence by dummy line; and a third is by the Jackson or Powell street cable lines to the same point, and

thence by dummy line. Sutro Heights are near the Cliff House. The Presidio (a military reservation of 1,500 acres) may be reached by the Union street cable cars and a dummy line. A band plays at the barracks at 2.00 P. M. daily, except Thursday and Saturday. Telegraph Hill (elevation 794 feet and overlooking the city and the bay) is about half a mile from the Palace Hotel, at the opposite extremity of Montgomery street. California and Pine streets are the Wall and Broad streets, and Market street the Broadway of the city. Kearney and Montgomery streets are also busy thoroughfares. The principal wharves are on the eastern side of the city. There are many fine churches and school buildings, and one of the handsomest of the former is the Jewish Synagogue on Sutter street. There are places of worship for all sects, including several Chinese "joss houses." The old Mission Dolores is at the corner of Dolores and Sixteenth streets. The markets form a distinctive and interesting feature, and deserve the attention of the stranger. The chief places of amusement are the following: Baldwin Theatre, Baldwin Hotel, Market street; Alcazar Theatre, O'Farrell, near Stockton; Bush Street Theatre, south side of Bush, between Montgomery and Kearney; California Theatre (one of the handsomest playhouses in the country), Bush, above Kearney; Grand Opera House, Mission, between Third and Fourth; Standard Theatre, north side of Bush, between Montgomery and Kearney; Orpheum Opera House, O'Farrell street, opposite the Alcazar; Tivoli Opera House, Eddy, near Market; Woodward's Gardens, Mission, between Thirteenth and Fifteenth; Panorama Buildings, southwest corner of Eddy and Mason streets, and corner of Tenth and Market streets; Chinese Theatre, 814 Washington street. The remarkable drill of the Fire Patrol may be witnessed daily at 12.00 M., at the headquarters in Jessie street, near the Palace Hotel. Captain Russell White, an old Boston fireman, is at the head of this branch of the fire service.

The chief cable-car lines are on Market street and on thoroughfares radiating therefrom; viz. Clay, Sutter, Geary, Powell, McAllister, Hayes, Haight, Valencia, and Castro streets. There are also lines on Howard, California, Jackson, Union, Larkin, and Green streets. The "dummy" steam lines are the Geary, California, Jackson, and Union streets extensions and the Park and Ocean road. There are, in addition, nearly a score of lines of horse railways running within the city.

The Palace Hotel, which will be the headquarters of our excursionists in San Francisco, is a vast establishment, and in reality one of the wonders of the Pacific Coast. Not only is it one of the largest hotels in the world, but at the same time one of the richest and most elegant. In one edifice it covers the block bounded by New Montgomery, Market, Annie, and Jessie streets, occupying an area of 96,250 feet; and the distance around its outer wall is exactly one quarter of a mile. In addition the Grand Hotel, on the opposite corner of Market and New Montgomery streets, has been absorbed in this colossal hostelry. Compared even with the largest hotels in eastern cities, The Palace seems of vast proportions. The visitor is first ushered into the grand central court. This is a noble enclosure, 144 by 84 feet, seven stories high, and roofed with glass, into which carriages are driven. Ornamental balconies run around the four sides, at each floor. Around the ground promenade are grouped the office, reception-parlors, reading-rooms, breakfast and dining rooms, café, restaurant, etc., with wide communicating hallways, the chief parlors being upon the second floor. The rooms for guests are capacious, and all of them are handsomely furnished. The building having cost six millions of dollars, another half million was expended for furnishing, and within a year a further sum of one hundred thousand dollars has been expended for improvements. The lowest story has a height of over twenty-seven feet, and the topmost sixteen. The total number of rooms exclusively for guests above the lower

floor is 755, and most of these are twenty feet square, none being less than sixteen feet square. There are five elevators and four spacious stairways. There are special annunciators and a special service on each floor, with pneumatic tubes for letters and packages, communicating with the office. The office, reception-room, dining-rooms, parlors, and other public apartments are very spacious and truly palatial in their appointments. The general style of architecture, within and without, is the reverse of ornate, but there is solidity, strength, and permanency in every part. The countless bay windows, repeated on every side, form perhaps the distinguishing features of the massive fronts. The deep foundation wall is twelve feet thick. Stone, iron, brick, and marble are the chief materials of this great structure, and of brick alone 31,000,000 were used. All outer and inner and partition walls, from base to top, are solid stone and brick, built around, within, and upon a huge skeleton of broad wrought-iron bands, thickly bolted together, and of such immense size as to have required 3,000 tons for this purpose alone. Four artesian wells, having a tested capacity of 28,000 gallons an hour, supply the great 630,000-gallon reservoir under the central court, besides filling seven roof tanks, holding 130,000 gallons more. Not only in the vast proportions of the edifice, but in every appointment, the stranger is impressed with a sense of the fitness of the name.

From San Francisco to San Jose.

Leaving San Francisco Friday morning, May 22, we shall proceed to San Jose, about fifty miles distant. Taking the Monterey line (station corner of Third and Townsend streets), we journey through the southern suburbs of the city, catching several glimpses of the sea south of the Seal Rocks and Beach. San Bruno, Millbrae, San Mateo, Redwood, and Menlo Park are charming places of residence, and scores

of pretty villas, with here and there the palatial homes of railway and mining magnates, are seen along the route. A short distance from Menlo Park is Palo Alto, ex-Governor Stanford's princely home. It is here that the great university, so nobly endowed by him, and designed as a memorial to a beloved son, is being erected. This magnificent tribute, which coming generations will enjoy, will cost many millions of dollars. We approach San Jose through the old town of Santa Clara.

San Jose.

We shall pass Saturday and Sunday here, making our headquarters at the elegant Hotel Vendome. With a population of about 50,000, San Jose is nevertheless a city of gardens, orchards, and vineyards. It is one of the great centres of the cherry culture. The streets are spacious, and lined with shade trees, and the public and many of the private buildings are quite imposing. Among the former are the Court House, City Hall, and the Normal School, which stands in a park of twenty-eight acres. The State Hospital for the Chronic Insane is at Agnew's, five miles distant. The Vendome occupies, with its surrounding park, a square of twelve acres in the prettiest section of the city. It is one of the neatest and best equipped hotels in California.

Mount Hamilton and the Lick Observatory.

On Saturday the party will make an excursion by stage to the summit of Mount Hamilton, the site of the Lick Observatory. The elevation of the observatory is 4,209 feet, and San Jose stands eighty feet above the sea level. The air-line distance between the two points is only thirteen miles, but the road is twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred (343 feet to the mile), this being maintained through a series of turns no less than 367 in num-

ber. The road was built by the county of Santa Clara at a cost of over \$75,000, in accordance with an agreement made between the supervisors and James Lick a few months before he died. It is a remarkable piece of engineering, and the ride is a constant source of delight, not only through the matchless views of the beautiful Santa Clara valley and beyond, constantly being unfolded, but also by reason of the ease with which it is accomplished.

The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly \$1,000,000. It is one of the most complete in the world, and it contains, with other treasures of science, the world's greatest telescope. The remains of the princely donor rest in the foundation pier of this great instrument. The observatory is under the direction of Professor Edward S. Holden, as president of the University of California. No institution of its kind in the world is so freely accessible to the public, who may even look through the great telescope between the hours of seven and ten o'clock Saturday evenings. Visitors are admitted to the observatory, under proper restrictions, every day in the year. Those who are not fortunate enough to gain a glimpse of the heavens through the great telescope can look through the twelve-inch instrument, which, to most persons, is likely to be quite as satisfactory. The excursion will be made in the roomy and comfortable vehicles of the Mount Hamilton Stage Company.

From San Jose to Santa Cruz.

Leaving San Jose Monday, May 25, by the Southern Pacific Company's narrow-gauge railway line, the party will proceed to Santa Cruz, thirty-four miles distant. The route leads us across the Coast range of mountains, and is very picturesque. Los Gatos is famed for its vineyards and fruit orchards. In its course through the mountains, beyond Los Gatos, the road makes many twists and turns. There are

several tunnels on this part of the line, one of which is 3,800 feet in length. A part of the way lies through a grand redwood forest; and a short distance beyond Felton, and within half a dozen miles of Santa Cruz, are the "Big Trees," a group of giant redwoods, the *Sequoia semper virens* of the botanist. The largest of these is said to be 366 feet high and twenty feet in diameter. "Fremont's Tree" contains an aperture in which the late General Fremont and an exploring party camped several weeks, and in which, at another time, a trapper and his family made their home. Other trees and shrubs grow here in profusion, including the *Madrona*, the *Manzanita*, and the California laurel, or bay tree, together with a variety of ferns, some of which are very beautiful.

Santa Cruz.

Santa Cruz is situated at one extremity of Monterey Bay, with a picturesque coast and a matchless beach. The forest-clad slopes of the Santa Cruz Mountains are only a few miles away, and form an interesting feature, with a foreground of gardens, groves, and pretty homes. The view in every direction is charming. The cliffs are in places very abrupt, and the sea has carved them into grottoes, natural bridges, and curiously formed towers. In the course of our stay here there will be a carriage ride, in which both the beach and the cliffs will be visited.

From Santa Cruz to Monterey.

Santa Cruz lies at one extremity of Monterey Bay, and the quaint old town of Monterey at the other. The two places are only about a score of miles away, but we must travel more than twice that distance around the shore. This is done on the Southern Pacific Company's broad-gauge Santa Cruz line, which connects with the main line of the Monterey route at Pajaro Junction. There are many magnificent coast views on

leaving Santa Cruz and near Soquel and Aptos, and the road runs through one important town — Watsonville.

Monterey and the Elegant Hotel del Monte.

The party will reach the famous Hotel del Monte, at Monterey, late in the afternoon. Several days are to be devoted to this charming resort.

Monterey is one of the most interesting of the old Spanish towns on the Pacific Coast, having been associated with the earliest historic events of the State and the earlier province, and is delightfully situated upon the sloping shores of the beautiful bay of the same name. That California's first capital became simply Monterey, and was robbed of its former pompous position, the traveler and health-seeker who wanders through its peaceful streets will have no reason to regret. One may even be thankful that its beautiful location has not been monopolized by trade and commerce, and its fine bay and sea view marred by the inevitable disfigurement of traffic and its adjuncts. The Bay of Monterey is a magnificent sheet of water. There is a wealth of color in both sea and sky highly suggestive of Southern Italy. Upon the beaches below Monterey are found many varieties of sea mosses, shells, pebbles, and agates, and some of these are very brilliant in color. The bay is well protected, and is delightfully adapted to yachting; and the lovers of angling also find abundant sport, both on the sea and in neighboring streams.

In 1880 Monterey became a fashionable watering-place. The site selected for the famous Hotel del Monte was in a stately grove of pine, oak, and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, foot-paths, lawns, and beds of flowers. A plat of 126 acres was set aside and inclosed as the hotel grounds, while 7,000 acres more were purchased for other purposes. The

fact that the visitor may ride a score of miles over well-kept, macadamized roads, and be nearly all the time within the borders of the hotel company's property, serves to show, in some measure, the vast extent of these possessions. The new Hotel del Monte is much larger and in every way more magnificent than the former structure. It has the same situation and the identical picturesque surroundings, wherein nature and art have combined to create a veritable paradise of groves and flowers.

In its external and internal appearance, and in the social atmosphere and tone which pervade the entire establishment, the Hotel del Monte reminds one infinitely more of a modern English country mansion than of an American watering-place hotel. While the general style of the old structure has been preserved, there have been many important modifications of the former plan. The general design includes a central edifice, with two extensive wings or annexes, connected with the central structure by arcades, which extend in semi-circular form on each side. There are in the main structure 110 rooms and in each annex 160 rooms, or 430 apartments in all. The general size of the rooms is 16 by 19 feet. The verandas are very spacious, and the profusion of flowers about the house makes it especially attractive. There is a magnificent outlook upon shrubs and flowers in every direction. The Laguna del Rey is a beautiful lake, ornamented with a mammoth fountain; and the famous beach, with its magnificent bath building, containing, in addition to its great swimming-tank, 210 dressing-rooms, is but a short distance away. Figures, however, convey little impression of the peculiar charm of this elegant and unique resort, upon which many hundreds of thousands of dollars — over a million in fact — have been lavished. In the grounds are the stables, elaborate and complete, stocked with handsome horses and vehicles of all kinds; for riding and driving are favorite pastimes. The "eighteen mile drive" around the peninsula is one of the grandest in the world.

The Hotel del Monte is under the personal supervision and management of Mr. Georg Schönewald, who has been identified with its direction nearly from the start, and to whose taste and skill its immense popularity is largely due.

From Monterey to San Francisco.

Leaving Monterey by the direct line for San Francisco Saturday, May 30, the party will proceed northward *via* Castroville, Pajaro, Gilroy, and Hillsdale. From all these points branch lines extend, the one from the latter place leading to the famous quicksilver mines at Almaden, eight miles distant in the mountains west of Hillsdale. At San Jose we enter upon the part of the line by which we approached that city, and continue on to San Francisco. There will be a transfer from the Third and Townsend streets station to the Palace Hotel.

From San Francisco to Portland, Or.

Our second visit to San Francisco will extend from Saturday afternoon until Monday afternoon.

The journey from California to Oregon will be made on the Southern Pacific Company's Mount Shasta line, which was completed for its entire length Dec. 17, 1887. This is an all-rail route, which extends through the Sacramento valley, over the Siskiyou Mountains, and down through the Rogue, Umpqua, and Willamette valleys of Oregon. Leaving San Francisco by the Oakland ferry Monday, June 1, the party will proceed to Oakland Pier, where a train of Pullman palace cars will be in waiting. Sacramento will be reached about 7.30 P. M., and there will be a halt of several hours in that handsome city. A short distance west of Sacramento the Oregon road branches northward from the Ogden line, passing up the rich and pro-

ductive Sacramento valley for its entire length. For over 100 miles the valley has a wide expanse, and the railway goes through Marysville, Chico, Tehama, Red Bluff, Redding, and other large towns. The early morning of Thursday finds us in the picturesque valley of the upper Sacramento and approaching noble Mount Shasta. Frequent glimpses are had of the snow-white peak long before we reach Sisson's, but from that point the massive mountain is revealed in all its grand proportions. The elevation of the road at this place is only 3,555 feet; and the mountain, which is eight miles distant, towers to the height of 14,442 feet. Its slopes are covered with everlasting snows far down from its shapely summit; and, as it stands out almost solitary and alone, its height and massiveness are all the more impressive. There are, in fact, three peaks, the central one being flanked on the west by a large crater, whose rim is at an elevation of about 12,000 feet. Strawberry valley, from whence we behold this glorious picture, is a charming bit of landscape in itself, and the paradise of the fisherman and hunter. As we continue our journey over into Shasta valley, we gain fresh and even more expansive views of the noble mountain from lower levels. There are scattered volcanic mounds on the north side, and not far away is another extinct volcano of huge proportions known as Goose Nest (8,500 feet high). Among the other elevations in this section are Muir's Peak, or Black Butte (6,150 feet), the Scott Mountains (9,000 feet), the Siskiyou range (from 6,000 to 8,000 feet), and, farther away, Mount Pitt (9,500 feet). The railway strikes across to the Siskiyou range, first descending to and crossing the Klamath River, the second largest stream in California. Not far north of the Klamath we cross the line into Oregon, and soon after dive into the Siskiyou Tunnel, losing sight of the great California mountain. On the north side of the range we emerge into the charming valley of the Rogue River, a region of rich farms. Farther north is the valley of the Umpqua River, and from thence we cross

to the valley of the Willamette, which we descend for nearly 200 miles to Portland. This valley, with its vast grain fields and its teeming farms, is almost a repetition of the valley of the Sacramento. The mountain views are superb. The Three Sisters are seen from the upper part of the valley. As we near Portland some of the great northern peaks are in view — Jefferson (9,020 feet), Adams (9,570 feet), St. Helen's (9,750 feet), Hood (11,025 feet), and perhaps far-away Tacoma (14,444 feet). Later in our tour we see most of these beautiful mountain forms at closer range.

Oregon and Washington.

As these two subdivisions of the United States are closely allied in industry and commerce, as well as in geographical features, they should be considered together. Oregon has an area of 95,275 square miles, and the new State of Washington 69,994 square miles. The recent census gave the former a population of 312,490 — an increase of 137,722 in ten years and 221,467 in twenty years. Washington was found to have 349,516 — an increase of 274,400 in ten years and 325,561 in twenty years. The Cascade Mountains, a broad volcanic plateau, separate both Oregon and Washington into two unequal divisions. Westward of this mountain chain, from forty to seventy miles distant, as we have already seen, is still another and lower range lying along the coast. Within this great basin, about 400 miles in length, are many fertile valleys and the great timber region of the Puget Sound district. The climate of this section is mild and equable, with an abundant rain-fall. The area east of the Cascade range, extending to the base of the Blue and Bitter Root Mountains, presents many features in marked contrast to those of the coast region. A narrow strip on the north is mountainous and covered with forest, but the greater portion embraces the immense plains and undulating prairies of the Columbia Basin — 150 miles wide and nearly 500 miles

long. Within the limits of this basin are a score of valleys, several of which are larger than some European principalities. In this eastern section the temperature is higher in summer and lower in winter than in the coast region, and the rain-fall is only half as great; but the conditions are, in a large part of the tract, excellent for cereal crops. Agriculture is the leading industry, and wheat the principal product. The raising of cattle, sheep, and horses is second in importance only to agriculture. Gold mining is carried on to some extent at scattered points, and especially in Southern Oregon; but coal and iron take the leading places among the mineral productions, the principal mines being near Puget Sound. The Columbia River may be navigated for 725 miles, the Willamette for 138 miles, and the Snake for a considerable distance.

An attempt to form a Territorial government was made as early as 1841, before the dispute about the boundary line arose between the United States and Great Britain. The present dividing line between the United States and the British possessions was established by the treaty of June 15, 1846. In 1853 the Territory was divided, and what was known as the District of Vancouver became Washington Territory. Oregon was organized as a State in 1859, with a population of 52,465; and Washington was admitted to statehood, together with Montana and the two Dakotas, in 1889.

From Portland to Dalles City.

We shall reach Portland Wednesday forenoon, but defer our inspection of the city until our return from our trip on the Columbia River. Our Pullman train will be transferred to the tracks of the Union Pacific Company's Oregon line, and we shall continue our journey eastward a distance of eighty-eight miles to Dalles City, where we shall remain upon the cars over night. The views of the Columbia River and its noble boundaries had from the cars are not less interesting than those from a

steamer's deck. The road runs almost beneath the spray of Multnomah Falls, which in two great plunges descends 800 feet. The falls are situated in a romantic gorge only a short distance from the railway, and there are a number of grand points of observation readily accessible. The train passes near numerous remarkable rock formations, and directly between the "Pillars of Hercules." There are several fine falls near the road in addition to beautiful Multnomah, but they are better seen from the steamer's deck than from the cars. The railway ride will occupy the greater part of the afternoon.

Dalles City.

Just below the Great Dalles of the Columbia, where the whole volume of the river, at its ordinary height, runs for about one and one-half miles through a narrow gorge in the basalt, averaging not over 100 yards in width and in the narrowest part only sixty feet wide, the hills open out, giving position to a charming place called Dalles City, one of the oldest-settled points east of the Cascades. The streets are laid out regularly along and up the slopes, and are for the most part lined with shade trees. Several of the churches and school edifices are very handsome and attractive. As we are to reach Dalles City at an early hour, there will probably be time to climb the heights in rear of the town, from whence a magnificent view is obtained.

The Columbia River.

Thursday morning we leave the cars and go on board the steamer for a return trip down the noble Columbia River. The first stage of our voyage is as far as the Upper Cascades. The scenery in this part of the river — the Middle Columbia, as it is generally termed — differs somewhat from that below the cascades, but is at all times very picturesque. The banks are chiefly mountainous or precipitous cliffs, save at

the entrance of Hood River, on the south, and White Salmon River, on the north, which open up something like valleys. With the exception of these two limited districts, there is little farming land for seventy-five miles along the river. Hood River is fed by the snows on the mountain of the same name. Some magnificent views of this grand mountain form are had on the way down the river. An occasional glimpse is caught of Mount Adams, but this mountain is generally hidden by nearer hills. The shores are for the most part densely wooded with maple, alder, ash, and willow; while the mountains are clothed with pines and firs. Here and there are huge cones and walls of bare rock. In one place a great mountain of solid rock rears itself 1,000 feet or more above the river, like the gable end of some giant's habitation.

A Portage Around the Cascades.

Forty-five miles below Dalles City and a short distance from Bonneville, the passengers are forced to land and make a transfer around the cascades of the Columbia. This is done by means of a narrow-gauge railway, six miles in length, which runs along the northern shore to the Lower Cascades. The river here is unnavigable, the water pouring over its rocky bed in a tumultuous torrent. The government is building a canal, with locks, around the obstruction, but the work is beset by many difficulties and enormous expense. We are here in the very heart of the mountain range which has derived its name from these cascades, and which is continued hundreds of miles southward through California as the Sierra Nevada. Near the Upper Cascades, on the Washington side of the river, on a point of land that juts out so as to make a good defensive position, is the old block-house, built nearly forty years ago as a means of protection against the Indians. In the outbreak of 1855 the block-house became the refuge of the settlers, and it was successfully defended under direction of

young Lieutenant — afterwards the famous Lieutenant-General — Philip Henry Sheridan.

Near this same point the Indian village of Wish-ram, referred to in Washington Irving's *Astoria*, and also by Lewis and Clark, existed early in the present century.

Again upon the Columbia.

Embarking upon another steamer below the cascades, we continue our down-river trip on this noble stream. We are still in the heart of the Cascade range, and the scenery is wonderfully picturesque. We are near Castle Rock, a massive mountain which stands boldly forth on the north shore 1,000 feet high. A little way below, on the same side of the river, is Cape Horn, a bold headland of basaltic rock which forms just above it a picturesque little bay. On the opposite cliffs, marking the Oregon shore, are several falls, which almost rival in loftiness those in the Yosemite valley. Multnomah we have already seen on shore. The view from the steamer's deck is even more enchanting than the nearer one, since it includes much more of the surroundings. The Bridal Veil, the Latourelle, and the Oneonta are three beautiful falls, the latter being nearly as high as Multnomah. At other points flashes of foam, high amid the trees of the mountain-side, mark the presence of unnamed and unvisited cascades. Other strange objects of interest are the tall pillars of rock which rise from the water or from the narrow shelf of shore along which the railway trains are seen creeping. Rooster Rock and the Pillars of Hercules are the most prominent of these. In places the cliffs crowded the river so closely that the men who did the blasting for the railway were let down from above by slings. We gradually get beyond the mountains, and then new pictures of beauty are formed by the tall, symmetrical snow pinnacle of Mount Hood, which rises now behind us. Washougal, La Camas, and Vancouver are towns upon the Washington shore, the latter being

only six miles above the mouth of the Willamette, and an important military post. It occupies the site of old Fort Vancouver. The Union Pacific Railway Company is building a bridge across the Columbia at this point. Three miles up the Willamette there is a magnificent mountain view, five of the snow-capped peaks being visible at once. With the exception of Mount Tacoma, these mountains are exceeded in loftiness by many hundred elevations in the Rocky Mountain chain; but here the beholder is nearly at the sea level, while no other high mountains are near, so that the glittering silver crowns seem supreme, towering far above every other object.

Portland, Or.

We shall reach Portland about 5.00 P. M., and there will be an omnibus transfer from the wharf to the new and magnificent hotel, The Portland. This establishment has been erected by a company of citizens at a cost of about \$750,000, and is one of the finest hotels on the Pacific Coast. It occupies a whole square in one of the pleasanter and healthiest sections of the city, and has been furnished in a lavish manner. Its manager is Mr. Charles E. Leland, a member of a famous hotel-keeping family, and personally popular through his connection with well-known Eastern hotels. Portland has progressed rapidly within the past few years. Populous suburbs are growing up on the east or opposite side of the Willamette, in connection with the railroad shops, flouring mills, and other manufacturing establishments. Portland has sixty miles of paved streets and twenty miles of street railway. Although Astoria was settled as early as 1811, the first white man is supposed to have landed upon the present site of Portland in 1843. Missionaries had established themselves in Eastern Oregon nine years before, and only five years later the much respected Dr. Marcus Whitman and his companions were massacred. The founders of Portland were two New England

men; and, in bestowing a name upon the place, it is said to have been actually a toss up whether the chief city of Maine or the city at the head of Massachusetts Bay should bear the honor of the designation. The business thoroughfares are lined with fine edifices, and some of the residences on the upper streets are very tasteful, as well as elegant and costly. The city contains sixty-three churches, including six of the Roman Catholic denomination. The Chinese, who form a large element in the population, are seen everywhere. "Chinatown" is not a contracted quarter, as in San Francisco and Los Angeles, but is scattered along the best portion of Second street for a dozen squares or more. Many of the churches and school buildings are imposing, and the same may be said of the Post Office and some of the other public edifices. Among the buildings under construction are a commodious union railway station, a fine edifice on Stark street, between Third and Fourth streets, for the occupancy of the Chamber of Commerce, a City Hall of handsome proportions, and a Public Library. The recent census gave Portland a population of 47,294, while its dependent suburbs — East Portland and Albina — were credited with 10,481 and 5,104 respectively.

From the slopes back of the city the views are magnificent. Mount Hood is here the dominant feature in the landscape, lifting its proud head above the far-stretching forests; while the beautifully rounded snow-clad top of Mount St. Helen's, and some of the other mountains already mentioned, are also in sight. A small but comfortable hotel, called "Cloud Cap Inn," has lately been erected on Mount Hood, and excursions to the summit are frequently made from Portland. The trip occupies several days.

On Friday there will be a carriage ride through the finest business and residence portions of the city, and to the heights above.

From Portland to Tacoma.

The party will remain in Portland until Saturday afternoon, when it will take its departure by the Northern Pacific Railroad for Tacoma. The distance is 145 miles. At Hunter's, thirty-eight miles from Portland, the train is taken upon the large ferry-boat "Tacoma," and conveyed across the Columbia River to Kalama, on the right or Washington bank of the stream. For eight miles the road then follows the Columbia, and for a farther distance of eighteen miles it extends up the east bank of the Cowlitz River. Then it crosses to the valley of the Chehalis, and from thence to the valley of the Puyallup, at the mouth of which, and on the shores of Puget Sound, the city of Tacoma lies.

The Alaskan Voyage.

Arriving at Tacoma Saturday evening, we shall go at once on board the Alaska steamer "The Queen," which is to be our home during the coming twelve days. This vessel is the finest of the Pacific Coast Steamship Company's fleet, and the fact that she is under the command of Captain James Carroll, will render the voyage especially desirable. "The Queen," already one of the most staunch, comfortable, and best-appointed vessels in the Pacific Coast service, has been put in the best possible condition for Alaska tourist travel. New and commodious staterooms have been placed upon the upper or hurricane deck, and furnished in the most comfortable and elegant style. These rooms, which are intended for two passengers, each having only two berths, have been reserved for the members of our party exclusively, together with other deck rooms of the best class. Captain Carroll's intimate knowledge of all the attractive points upon the Alaska route, and the fact that the voyage is to be devoted to the service of the passengers wholly, and not to freighting purposes (freight

being carried upon other steamers) will serve to make the trip enjoyable in the fullest degree.

Puget Sound.

The first part of our voyage lies through the waters of picturesque Puget Sound. This body of water has an area of 2,000 square miles, with an irregular shore line of 1,594 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense saw mills. There are many islands, and for the most part they are or have been covered with timber like the mainland. There is deep water everywhere, and at hundreds of places large ships could be loaded directly from the shore if necessary. The lumber and coal trade of the sound is very great, and constantly increasing. Besides the mines in the Puyallup valley near Tacoma, there are others near Seattle, from which 1,000 tons of coal a day are shipped, and others on Vancouver Island. Iron ore has also been found contiguous to the coal fields near Seattle, and also near Port Townsend. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. From Commencement Bay, at its southern extremity, and also on the broader part of the sound, Mount Tacoma becomes a prominent landmark; while farther north Mount Baker replaces it with its handsome cone of snow. The latter is situated in the northern part of Whatcom county, near the line of British Columbia, about thirty miles from the sound, and has an elevation of 10,800 feet. Northward of Puget Sound, and extending to the Gulf of Georgia, lies Washington Sound. In this region are San Juan, Orcas, Fidalgo, Lopez, and many lesser islands belonging to the same group. At the head of the broad peninsula west of the sound, extending towards the Strait of Juan de Fuca, and forming the northwestern extremity of the

State of Washington, is the noble Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height. These latter elevations constitute a grand feature in the outlook from the deck of the steamer while crossing the sound.

Tacoma, Seattle, and Port Townsend are the chief cities on Puget Sound, but in our northward voyage we shall pay them only brief visits. Time will be afforded for a fuller inspection on our return.

Victoria, B. C.

As part of a day will be spent at Victoria, there will be time to see something of that pretty city.

British Columbia, which extends from the Rocky Mountains to the Pacific, and from the northern boundary lines of Washington, Idaho, and Northwestern Montana to Alaska and the Arctic Ocean, comprises about 350,000 square miles.

Victoria, the capital of the Province and a beautiful city of about 15,000 inhabitants, is charmingly situated at the southeastern extremity of Vancouver Island. Fort Victoria, a subsidiary depot of the Hudson Bay Company,—the chief depot then being at Fort Vancouver, on the Columbia River,—was established in 1843; and in 1848, at the time of the "Cayuse War," it became an important position for sending supplies to the interior. In 1858, about the time of the gold-mining excitement on the Fraser and the Skagit, New Georgia and New Caledonia, as the main coast and interior had previously been designated, became by royal edict British Columbia, and in 1866 the colony of Vancouver Island was united therewith. Fort Victoria, meanwhile, became the city of Victoria. Vancouver Island is 200 miles long, and contains lakes and mountain ranges, some of the peaks being 8,000 and 9,000 feet high. Victoria presents many interesting features to the stranger. The business avenues have a substantial appearance, and all the streets are wide and well kept. Most of the dwell-

ings have in front of them or surrounding them pretty gardens in which flowers abound through a large part of the year. The government buildings, five in number, and built in Swiss style, comprising the Parliament House, government printing-office, land and works departments, government offices, messenger's residence, and the Provincial Museum, occupy a prettily adorned square just across James's Bay. In front of these is a granite shaft erected to the memory of Sir James Douglas, the first governor of the colony. There is a populous "Chinatown," and, mingled with the Mongolians on the streets, are many Songhish Indians. There is a reservation of this tribe near the city.

Along the East Coast of Vancouver Island.

Vancouver Island stretches along the coast of British Columbia 200 miles, in a northwesterly direction, and our course lies through the inward channels and straits. From Victoria we turn northward through Haro Strait, which, with the San Juan Islands, lying easterly, has become historic through the contention of the United States and Great Britain over the international boundary, trouble having arisen in consequence of the somewhat ambiguous phraseology of an old treaty. The question was whether this channel or Rosario Strait, one of the lesser channels lying farther eastward toward the mainland, was meant as the boundary line. The emperor of Germany, then king of Prussia, to whom the interpretation of the treaty was left, in 1872 decided in favor of Haro Strait, and thus threw into the United States the valuable group of islands referred to. The view from the steamer's deck is superb. Mount Baker, the noble Olympian range south of Victoria and across Juan de Fuca Strait, hundreds of other peaks on the islands and the mainland, and even distant Mount Tacoma, when the atmosphere is exceedingly clear, may be seen; while the picturesque shores of the archipelago, through which we are passing, form ever-changing visions of beauty.

Emerging from Haro Strait, probably through Active Pass, we are for a time in the broader waters of the Strait of Georgia, and skirting Galiano, Valdes, and Gabriola Islands, which lie along the coast of Vancouver.

The passengers are quite likely to awaken the succeeding morning near Nanaimo, an old Hudson Bay Company's post seventy miles north of Victoria. Near that town are the Wellington coal mines, where our steamer will probably stop for fuel on her southward trip, coal for the present voyage having been obtained previous to our embarkation. The mines here are of immense value, as the coal is of unsurpassed quality for steaming purposes. Their discovery, by the late Richard Dunsmuir, was wholly accidental. He chanced to be riding a horse down through the forest, when the animal stumbled over an outcropping of lignite. A partner who originally put in £1,000 to develop the property, later on sold his interest to Mr. Dunsmuir for £150,000, and another who invested the same amount, withdrew at the end of ten years with £50,000. A railway runs from Victoria to Nanaimo and the Wellington mines, and the telegraph reaches thus far; but beyond, the traveler is shut out from the happenings in the world at large. For the once we may give ourselves over to the full enjoyment of scenery unrivaled in any part of the globe. We continue through the Strait of Georgia, which narrows when Lasqueti and Texada Islands are reached.

The view of the mountains, especially of those on the mainland, is superb. Long lines of snow peaks, tossed into fantastic forms and gleaming in the declining sun like silver and gold, fill the eastern horizon. There is a series of wonderful fiords, penetrating the coast in some instances for 100 miles or more north of Burrard Inlet, known successively as Howe Sound, Jervis Inlet, Desolation Sound, Toba, Bute, Loughborough, Knight, Kingcombe, Seymour, and Belize Inlets. These are invariably lined with high mountains, the waters at their foot being of untold depths.

About Jervis and Bute Inlets are peaks between 8,000 and 9,000 feet high. A group of needle-like spires near the latter, 8,100 feet high, is especially notable. The whole region is uninhabited except by a few scattered Indian tribes; and the same may almost be said of the northwestern two thirds of Vancouver Island, where, in fact, no signs of human life are discernible except around a few saw mills, salmon canneries, and two or three native villages. We enter Discovery Passage, the first of the river-like channels through which we are to journey for many hundreds of miles, passing on the right Cape Mudge, and from an expansion of the passage caused by an indentation of the Vancouver shore, known as Menzies Bay, pass into the famous Seymour Narrows. Through this contracted channel the tides rush with great velocity, sometimes running nine knots an hour. The steamer is so timed as to go through the Narrows with a favoring tide. Discovery Passage, and also Johnstone Strait, which is beyond, lying between Vancouver Island and the mainland, are lined with mountains of from 3,000 to 6,000 feet elevation. Farther inland on both sides are still higher peaks, of which occasional glimpses are had. In the interior of the island are mountains over 8,000 feet high. Down many of the heights cascades are seen coursing, especially after a recent rain.

Johnstone Strait is fifty-five miles in length, and is succeeded by a lesser stretch of water called Broughton Strait, which lies between Vancouver and Malcolm Islands. On Cormorant Island, opposite the Nimkeesh River, is the Indian village of Alert Bay and also a cannery. At the south extremity of the town is a native burial-ground, where the graves are quaintly decorated with flags and rude carvings. These Indians are mainly of the Nimkeesh tribe, although there are also some of the Kwawkewlths, who come chiefly from Fort Rupert, above, towards the head of Vancouver Island. The latter are among the most degraded people living on the coast, and, notwithstanding

the efforts of the missionaries, remain to a large extent in paganism. The conical peak seen on Vancouver Island, and long visible, is Mount Holdsworth (3,040 feet). When the open water is reached north of Broughton Strait, Fort Rupert, an old Hudson Bay Company's post, and now an Indian agency, is seen on the left.

Above Vancouver Island.

We now leave Vancouver Island, its northern and northwesternmost capes, Commerell and Scott, with the string of Scott Islands, being seen at the left after Queen Charlotte's Sound is entered. This body of water, less than forty miles in extent, and the still smaller Milbank Sound, farther north, are almost the only places where, even under the proper conditions for such things, the steamer is exposed to the roll of the sea, unless it becomes necessary to follow an outside course near Sitka instead of threading some of the narrow and intricate passages. We look westward over the broad expanse of the Pacific Ocean. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. Here again we have superb scenery on either side, the mountains of Calvert Island culminating in an exceedingly sharp peak known as Mount Buxton (3,430 feet), the retrospective view of which is fine. The soundings for the most part indicate very deep water. As we approach the northern extremity of the sound, where Burke Channel opens out on the right, opposite Hunter Island, the scenery increases in grandeur, the lesser and nearer hills being clothed to their summits with coniferous trees, while the more distant elevations are covered with snow. From Fisher Channel the vessel turns sharply to the left and enters the narrow Lama Passage, which, farther on, itself makes an abrupt turn northward. On the shores of Campbell Island, at McLaughlin's Bay, is the Indian town of Bella-Bella, and near it are some curiously

adorned graves of the natives. To this point the Indians come from Bella-Kula, eighty miles up Burke Channel, in the mountains, to trade. The northern entrance to Lama Passage, through which we emerge into the broad Seaforth Channel, with its multitude of picturesque islands, is extremely narrow. More fine scenery awaits us at this point, the grouping of mountains being grand in the extreme.

Another turn in our remarkably devious course, and we are steaming northward through Milbank Sound, through whose broad entrance we again look out to the open sea. Islands and mountains are innumerable, and there is a constant panorama of lovely scenery. A prominent object seen on the approach to Milbank Sound is Helmet Peak, on Lake Island; and another, farther north, is Stripe Mountain, on the north side of Dowager Island. The latter is 2,020 feet high, and is marked by a great landslide down its southwest face. Leaving Jorkins's Point, the southern extremity of the great Princess Royal Island, to our left, we continue our course almost directly northward through the long and narrow Finlayson Channel, some twenty-four miles long, with an average width of two miles. The bold shores of this picturesque water-way are densely wooded to a height of 1,500 feet or more, precipitous peaks rising in places to the height of nearly 3,000 feet, with still higher mountains showing behind with stripes and patches of snow. Waterfalls of great height here add a new element of beauty to the scenery. A contraction of the channel known for twenty miles as Graham Reach, and for the next ten miles as Fraser Reach, brings us to the northern end of Princess Royal Island, where we turn westward through McKay Reach into Wright Sound.

Grenville Channel, which we enter from Wright Sound, and which lies between Pitt Island and the mainland, is for fully fifty miles as straight as an arrow, and here are fresh scenes of wonderful beauty and sublimity — mountains several thousand feet

in height, which no man has ever visited and as yet unnamed; cascades which seem to tumble from the sky itself, and densely wooded shores where solitude reigns supreme. Some of the distant hills seen through the openings are seamed by glaciers and avalanches. From an expansion of this channel we pass through a narrow strait known as Arthur Passage, which has Kennedy Island on the right, and the large Porcher Island on the left. There are many fine mountain peaks on both islands, one on Kennedy Island gaining an elevation of 2,765 feet. Just above Kennedy Island the Skeena River enters from the east. We soon reach the broad waters of Chatham Sound through Malacca Passage, and for some distance course along the shores of the Tsimpsaan Peninsula, passing both Old Metlakahtla, — the scene of Mr. William Duncan's early labors, successes, and struggles, — and Port Simpson, an important post of the Hudson Bay Company, established as early as 1831, on the right. The Tsimpsaan Peninsula is thirty-two miles in length, and, but for a narrow neck of land between the Skeena and Work Channel, would be an island. It takes its name from the tribe of Indians inhabiting it, and who were until recent years the mortal enemies of the Haidas, who live on the Queen Charlotte Islands and in the Prince of Wales Archipelago, the former being on the British, and the latter on the American, side of the line. It was mainly from this tribe that Mr. Duncan gained his converts. In 1887 Mr. Duncan and about 600 of the Indians removed from Old Metlakahtla to Annette Island, in the Alexandrian Archipelago, on the American side, to save themselves from further annoyance at the hands of the Church of England; while Bishop Ridley continued in possession of the old settlement with about 120 natives, who chose to remain rather than leave their old home. The church at Old Metlakahtla, now a cathedral, built by the Indians themselves like everything else about the village under Mr. Duncan's direction, is, by the by, the largest place of worship in all British Columbia.

Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges, one of which, lying back of Port Simpson, culminates in the massive Mount McNeill (4,300 feet).

Alaska.

Leaving the picturesque Portland Inlet on our right, into which enter the Nass River, Observatory Inlet, and the far-reaching Portland Canal, we soon cross, in latitude 54 degrees, 40 minutes, the boundary line between British Columbia and Alaska.

Before proceeding farther on our journey, let us examine into the extent and physical condition of our northernmost and westernmost possession,—the land we have crossed a continent to see, for all we have yet viewed is only preparatory to Alaska.

That the area of Alaska is vast, is a well-known fact; but few persons who are not versed in statistics realize that it is nearly one sixth as large as the entire United States, and more than one seventh as large as the whole of Europe. It exceeds in domain three of the largest States of our Union,—Texas, California, and Montana,—or all that portion of the United States lying east of the Mississippi River and north of Georgia and the Carolinas. England, Ireland, Scotland, and Wales, together with Prussia, Spain, and Italy, might all be placed within its borders, with an area to spare that would measure within twenty-eight square miles of the territory of Switzerland; for Alaska covers no less than 580,107 square miles. The islands upon its coast have an area of 31,205 square miles, or nearly as much as the State of Maine. The Alexander Archipelago, lying north of the British Columbian boundary line and along Southern Alaska, of itself contains several thousand islands. The Aleutian Chain has an area of 6,391 square miles. The coast line of the Territory is 18,211 miles in extent, or equal to all the rest of our sea line on the Atlantic and Pacific put together. The

island of Attu, the farthest of the Aleutian Chain, is as far west of San Francisco as Bangor is east of it, and in fact 2,090 miles west of Sitka. It is as far from the northern to the southern point of Alaska as from Maine to Florida, and as far from its eastern boundary to its westernmost as from Washington to California. It contains in Mount St. Elias the highest mountain on the North American continent (19,500 feet), unless the unmeasured Mount Wrangel, a volcano in eastern central Alaska, at the forks of Copper River, in the Chugatch Alps, is found to be higher, as lately claimed. Mount St. Elias belongs to the third highest range in the world. Its great river, the Yukon, computed to be not less than 3,000 miles long, is navigable for a distance of 2,000 miles, and is from one to five miles in width for 1,000 miles, while its five mouths and the intervening deltas have a breadth of seventy miles. The glaciers surrounding Mount St. Elias are estimated to be 20,000 square miles in extent.

One of the most popular errors extant about Alaska has reference to its climate. The winters of northern and interior Alaska are undoubtedly very severe; but the coast south of the Aleutian Islands,—the whole of Southern Alaska, in fact,—being under the influence of the Kurisiwo, or Black Current of Japan, possesses in reality a mild climate. A record of eight degrees below zero is the lowest that has been registered at Sitka in fifty years, and only four times during that entire period did the mercury descend below the zero point. Fort Wrangel, although farther south than Sitka, is warmer in summer and colder in winter, because it is farther removed from the great equalizer—the ocean current. The Queen Charlotte Islands, on the other hand, have a very mild climate.

The native population of Alaska, with the exception of a single tribe,—the Tinnehs, found in the interior,—estimated by the census reports of 1880 at something over 31,000 altogether, is *not of Indian origin*. Whether Mongolian, Aztec, or both,

remains to be proven. Persons who have devoted attention to the subject have found much in the language, customs, and arts of the Haidas, the most remarkable of these tribes, to support the Aztec theory, while there is also much to suggest Japanese or Chinese origin. According to the census reports, there are five distinct tribes; viz. the Innuits, or Esquimaux; the Aleuts, inhabiting the Aleutian Islands; the Tinnehs; the Thlinkets of Southern Alaska; and the Haidas. Those seen mostly by the tourists are Thlinkets, but at Wrangel there are likely to be some Haidas.

The United States paid Russia the sum of \$7,200,000 for the country in 1868. The seal fisheries, the monopoly of which has recently been extended by the government for the second time, has returned a good rate of interest on this expenditure. The fisheries are valued at \$3,000,000 a year, and the gold production is large and of growing importance. So far from being a barren, bleak, untenable country, as the opponents of the purchase scheme so strongly contended, Alaska is likely to become one of the richest parts of our national domain.

Along the Alaskan Coast.

In entering Alaska from British Columbian waters, the voyager crosses Dixon Entrance, as the channel north of Dundas Islands, and between Prince of Wales and Queen Charlotte Islands, is called. One of the first points of land seen jutting into American waters is Cape Fox, so named by Vancouver. Near here, at Fort Tongas, the United States formerly maintained a military post, and later a custom house, but both have been given up. The situation of Fort Tongas renders rains very frequent, and the excessive rain-fall of 118 inches is said to have been recorded in a single year. From Dixon Entrance we course northward through Clarence Strait, which is over 100 miles long and nowhere less than four miles in width. We are now within that

remarkable geographical area known as the Alexander Archipelago, a bewildering collection of mountain-studded islands, rocks, straits, inlets, and passages, as yet but partially explored. Throughout the whole of Clarence Strait we have the great Prince of Wales Island on the west. At Port Chester, on Annette Island, which is one of the Gravina group, Mr. Duncan has founded the new Metlakahtla, and is rapidly building up a substantial town, with a church, schools, and self-supporting industrial establishments. North of the Gravina group lies Revilla Gigedo Island, with its varied and picturesque shores; while upon the left Casaan Bay is an indentation of Prince of Wales Island. The several islands are mountainous, and the views at all points are exceedingly fine.

Fort Wrangel.

After passing Etoline, Zarembo, and some lesser islands, and emerging from Clarence Strait, we reach Fort Wrangel, an old Russian settlement that stands at the head of Wrangel Island, and at the mouth of the Stikine River, one of the waterways that lead to the Cassiar mining region in the interior of British Columbia. The place has lost its old importance, and is given over chiefly to the Stikine tribe, a branch of the Thlinket race, but is interesting to the stranger as possessing the best display of totem poles he is likely to see. The totem pole is a sort of ancestral emblem formerly held in high esteem, but fast disappearing. The natives are divided into families, or clans, of which the Raven, the Wolf, the Whale, and the Eagle are the chief representatives, and, as tradition relates, the progenitors. Thus the representation of these animals or birds, with their commingling in case of intermarriages, becomes a sort of family crest. United with the rude carvings of heads, various striking events in the career of the family are sometimes depicted. The poles are from twenty to sixty feet in height, and from two to five feet in diameter, the carving being

in front, while the rear portion is hollowed out to make them light enough to erect. These carved emblems are placed in front of the house ; and in some of the totem poles seen among the Haidas, where the oldest and best-executed specimens are found, a doorway was cut through the trunk of the totem for ingress and egress. It was also customary to ornament the top with a figure wearing a Tyhee hat, in case the householder was a chief, and upon this would be cut a series of rings corresponding with the number of "pot-latches" (a feast with gifts) with which the inmate had honored his friends. The totem poles seen at Wrangel are interesting specimens, though not of the highest order of totem carving. The natives generally carve their household implements, and even their paddles and wooden-mounted fish-hooks, into hideous shapes. This is true especially of the Haidas, who are also expert workers in silver. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkah blankets, and black stone carvings (from Skidegate, on the Queen Charlotte Islands) are the curios mostly sought after by tourists throughout Alaska and at British Columbian ports. The spoons are made from the horn of the mountain goat.

Another quaint relic is the curiously carved rattles of the shamans or medicine-men. In addition to the totem poles in front of the habitations at Wrangel, there are some curiously marked graves, one being surmounted by a huge carving of a wolf. This has lately been removed from its former site to another part of the village, near the saw mill. Some of the dwellings at Wrangel have two totem poles, one representing the male side and the other the female side of the house. Indeed, "women's rights" prevail among the Alaskans to an extent that gives the mother the prominent place on the totem instead of the father. In one instance a pole is surmounted by the image of a bear ; while no other carving is shown upon the column except the footprints of the animal, made apparently while he climbed to his present eminence.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint, which is said to be put on to preserve their complexions. Another is the wearing of the *labrette*, a silver, ivory, bone, or wooden ornament that is thrust through the under lip. A Thlinket woman is not always an object of beauty under favoring circumstances, and certainly a blackened face and a *labrette* do not serve to make her look anywise prettier.

There are at Wrangel a flourishing school and mission.

Northward from Fort Wrangel.

Resuming our voyage, we turn westward from Fort Wrangel, and, entering Wrangel Narrows, steam northward and out through the mouth of Souchoi Channel into Prince Frederick's Sound. On emerging from the Narrows new visions of grandeur await our wondering gaze. A range of high mountains is seen upon the opposite shore, strongly marked in black and white patches of rock and snow. From one of the elevations rises a remarkable monolith called the Devil's Thumb. In one place a huge glacier, the blue ice succeeding the pure white of the snow fields, pours its frozen flood nearly down to the sea. This glacier has been named in honor of the late Carlisle Patterson, of the United States Coast Survey. As we sail nearer and beyond, we see that it comes transversely from the mountains, turning a corner to reach its lower slopes; while at one point a great mass seems to overhang from the mountain-side. Another great glacier succeeds this one, with great prongs running back among the peaks, and then a third. The distant mountain tops, when viewed under varying effects of shadow and sunshine, or under the flooding golden sheen of a sunset, present no end of entrancing pictures.

Leaving Prince Frederick's Sound, we sail northward through Stephen's Passage, which has for the greater part the mainland, on the right, and Admiralty Island, on the

left, as its boundaries. Meanwhile we pass Holkham Bay, where, in 1876, the first placer mining in Alaska was begun, and Taku Inlet, a great fiord entering from the east, where there are glaciers running down to the water's edge, evidences of which are seen in floating masses of ice — miniature icebergs. Captain Carroll is accustomed to enter Taku Inlet, and to obtain a supply of ice for the ship at first hands.

Juneau and the Gold Mines on Douglas Island.

Leaving Taku Inlet to the right, we ascend Gastineaux Channel, a river-like body of water that separates the mainland from Douglas Island, and soon reach the mining town of Juneau, the most populous settlement in all Alaska. Here, on a narrow strip of land, at the foot of a deep ravine flanked by precipitous mountains, is a cluster of white houses. Half a mile away, and reached by a muddy foot path, is an Auk village. Beyond the village is a native burial-place. A few miles back of Juneau, up the narrow and picturesque ravine or gulch, lies the Silver Bow mining basin; and on the opposite side of the narrow channel, at the foot of the heights, are the buildings connected with the famous Treadwell gold mine. This settlement dates back only to Oct. 1, 1880, when Joseph Juneau and Richard Harris, two mining prospectors, camped upon its site. The place was named Harrisburg, after one of the prospectors, and the region was denominated the Juneau district, in honor of the other. Notwithstanding this mixed nomenclature, the naval officers made the muddle the deeper by naming the harbor in honor of Commander Rockwell, of the United States steamer "Jamestown." Finally, in 1882, the miners decided that the town should be called Juneau, and Juneau it remains.

There are numerous shops about the place, and the pursuit of curios is made a pastime by the tourists. Natives from the Chilkah country frequently come as far

south as here; and the celebrated ChilkahT dancing blankets, gradually becoming very rare, are likely to be seen, with furs, carvings, and silver ornaments. An excellent weekly paper, the *Alaska Free Press*, and the *Juneau Mining Record* are published here, and there is also a flourishing mission school. The surroundings of Juneau are very picturesque. Both shores are densely wooded, and it is amazing to see how tenacious of life are the firs and cedars which find root on slopes but slightly removed from the perpendicular. Here, as elsewhere, there is a rich and tangled mass of undergrowth. Cascades—some of which on Douglas Island are of large extent—pour down the mountain-sides, mingling their roaring floods with the waters of the sea.

We are likely to next visit the Treadwell mine, across on Douglas Island. Here a crushing mill of 240 stamps—the largest in the world—is in operation, and the output is said to reach \$150,000 per month. The ore is of low grade,—from \$4 to \$9 per ton,—but it is practically inexhaustible, and is so economically worked that the profits are necessarily large. The mine itself is on the mountain-side, and has been worked largely as an open quarry. Operations were begun in real earnest at this mine in July, 1885, since which time there have been extensive improvements and enlargements. There are other valuable claims on Douglas Island and near Juneau. Ex-Governor Swineford, in one of his last reports, expresses the belief that this region will become one of the most prolific gold fields in the world. At the Treadwell mine the ore actually in sight is estimated to be worth five times the sum the United States paid for the entire territory.

Northward Again and up Lynn Canal.

As Gastineaux Channel has not been fully surveyed above Juneau, our steamer returns to Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fiord that extends sixty miles directly north into the mountains, there

terminating in two forks, named respectively the Chilkah and Chilkoot Inlets. The scenery surpasses in grandeur all that has been seen in more southern latitudes. High mountains line the shores, and no less than nineteen great glaciers pour their icy floods down their sides. Two of these, the Eagle Glacier and the Davidson Glacier—the latter on the west near the head of the channel—are especially notable. The Davidson Glacier was so named in honor of Professor George Davidson, the astronomer, who explored its lower slopes in his visits to the Chilkah country in 1867 and 1869. As we sail in front, the lower slopes of the glacier are screened by a growth of trees that has sprung up on its terminal moraine. Above the trees it is seen pouring down through a rocky gorge, below which it spreads out like a fan to the breadth of three miles. There is, in fact, a glacier in almost every ravine; and, as the supply of vegetation is greatly lessened, the really Arctic appearance of the landscape becomes very marked.

At Pyramid Harbor, which is near one of the Chilkah villages from which miners depart for the Yukon country, is the northernmost point reached by the Alaska steamers; viz. latitude 59 degrees, 10 minutes, and 36 seconds. The summer days in these latitudes are notably long, there being only two or three hours of appreciable darkness.

The Great Muir Glacier, in Glacier Bay.

We now turn our attention to the crowning glory of this veritable wonderland—the great Muir Glacier, in Glacier Bay. This we reach by retracing our way southward through Lynn Canal to the point where its waters mingle with those of Cross Sound or Icy Strait, from whence we turn northwestward into Glacier Bay, an indentation which extends about thirty miles in that direction, with a breadth of from eight to twelve miles in its lower reach, and narrowing to about three miles at its upper end, where seven enormous glaciers descend to its waters. The peninsula

enclosed by Glacier Bay, Cross Sound, and the Pacific Ocean is from thirty to forty miles wide, and contains numerous lofty mountains, including Mounts Crillon (15,900 feet), Fairweather (15,500 feet), Lituya (10,000 feet), D'Agelet (9,000 feet), and La Perouse (11,300 feet). These form the southern extremity of the Mount St. Elias Alps. All these noble summits are seen from the steamer's deck while ascending Glacier Bay, together with the picturesque White Mountains, which line the east, between Glacier Bay and Lynn Canal; but Mount St. Elias itself is too far north to be visible. Vancouver found a wall of ice extending across the mouth of the bay in 1794, and it was not until 1880 that Glacier Bay occupied a place on any printed map. Near the mouth of the bay is a group of low islands named after Commander Beardslee, of the United States Navy, and composed of loose material, evidently glacial débris. Willoughby Island, near the middle of the bay, is a bare rock, about two miles long and 1,500 feet high, showing glacial furrows and polished surfaces from the bottom to the top. The Muir Glacier enters an inlet of the same name, near the head of the bay, in latitude 58 degrees 50 minutes north and longitude 136 degrees 40 minutes west of Greenwich. It was named for Professor John Muir, the Pacific Coast geologist, who in 1879 was, with Rev. S. Hall Young, of Fort Wrangel, the first to explore the glacier. It was not until 1883 that Captain Carroll began bringing tourists hither.

The glacier enters the sea with a gigantic front two or three hundred feet above the water, and a mile wide. Imagine a wall of blue ice, splintered into columns, spires, and huge crystal masses, with grottoes, crevices, and recesses, higher than Bunker Hill Monument and of such far-reaching extent! It is a spectacle that is strangely beautiful in its variety of form and depth of color, and at the same time awful in its grandeur and suggestion of power. And not alone is the sight awe-inspiring. The

ice mountain is almost constantly breaking to pieces with sounds that resemble the discharge of heavy guns or the reverberations of thunder. At times an almost deafening report is heard, or a succession of them, like the belching of a whole park of artillery, when no outward effect is seen. It is the breaking apart of great masses of ice within the glacier. Then some huge berg topples over, with a roar and gigantic plash that is heard and felt for miles, the waters being thrown aloft in clouds of spray. A great pinnacle of ice is seen bobbing about in a wicked fashion, perchance turning a somersault in the flood before it settles down to battle for life with the sun and the elements on its seaward cruise. The waves created by all this terrible commotion even rock the huge steamer, and wash the shores miles away. There is scarcely an interval of ten minutes in the day or night without some exhibition of this kind. There are mountains each side of the glacier, the ones upon the right or east shore being more elevated. High up on the bare walls are seen the scoriated and polished surfaces produced by glacial action, indicating that once the ice stream was thousands of feet thick. The present glacier is retrograding quite rapidly, as may be seen by many evidences of its former extent, as well as by the concurrent testimony of earlier visitors. On either side is a moraine half a mile wide, furrowed and slashed by old glacial streams, which have given place to others higher up the defile as the glacier recedes. On the west side the stumps of an ancient forest, supposed to be pre-glacial, have been uncovered. Notwithstanding the contiguity of the ice and the generally frigid surroundings, blue bells and other flowers are found blooming. In the centre of the ice stream, about two miles from its snout, is an island of rock, the summit of some peak the great glacier mill has not yet ground down.

Professor George Frederick Wright, who has a world-wide fame on account of his investigations of ancient glacial action, devoted a month's study to the Muir Glacier

in 1886, and made some interesting experiments to determine its rapidity of motion. The main body of the glacier, says Professor Wright, occupies a vast amphitheatre, with diameters ranging from thirty to forty miles. Nine main streams of ice unite to form the grand trunk of the glacier. These branches come from every direction north of the east and west line across the mouth of the glacier; and no less than seventeen sub-branches can be seen coming in to join the main streams from the mountains near the rim of the amphitheatre, making twenty-six in all. The width of the ice where the glacier breaks through between the mountains is 10,664 feet; but the water front, as previously remarked, is only a mile wide. The central part of the mass moves more rapidly than the sides, and formerly extended about a quarter of a mile beyond the corners. It should be said that the front frequently changes its aspect, in consequence of the breaking away of huge masses. Last summer the sides projected beyond the centre section. The depth of the water 300 yards south of the ice front, according to Captain Hunter, is 516 feet near the middle of the channel. Last year a still greater depth was noted by Captain Carroll a short distance in front of the glacier. Professor Wright's measurements showed the front to be 250 feet high at the extremity of the projecting angle. Gleaming masses of crystal, veritable icebergs, wrenched from the descending glacier, float about the bay, driven hither and thither by wind and tide. As from five eighths to seven eighths of the bulk of an iceberg are supposed to be beneath the surface, some of these bergs must be of huge proportions. The measurements made by Professor Wright and his companions to determine the rate of motion developed some interesting facts. In this connection it should be remembered that the calculations made as to the rapidity of glacial movement by De Saussure, Agassiz, Tyndall, and others have hitherto been based upon measurements of the Swiss glaciers, which are small and shallow, when compared with the enormous

ice streams of Alaska, Greenland, and the polar seas. Observations made upon different sections of the Muir Glacier led Professor Wright to these conclusions: That a stream of ice, presenting a cross-section of about 5,000,000 square feet (5,000 feet wide by about 1,000 feet deep), is entering the inlet at an average rate of forty feet per day (seventy feet in the centre, and ten feet near the margin of movement), making about 200,000,000 cubic feet per day during the month of August.

The steamer generally approaches the glacier front to within a safe distance, near enough, however, for a close examination of its formidable wall, and there is also time for a landing and a limited exploration of its surface and surroundings.

Sitka.

Leaving Glacier Bay with reluctance, we shall steam away for Sitka, the capital of Alaska. There are two routes thither — one through Cross Sound, or Icy Strait, and the other through Peril Strait, or Pogibshi Channel. Peril Strait lies between Chichagoff and Baranoff Islands. Sitka is on the western shore of the latter, inside Kruzoff Island. It is very picturesquely situated, with a noble background of mountains, while the bay is dotted with scores of beautiful green islands. Across the bay on Kruzoff Island is the extinct volcano, Mount Edgumbe, 2,800 feet in elevation. Mount Verstovaia rises sentinel over the town, to a height of 3,212 feet. Mount Edgumbe (and also Mount Fairweather) received its name from the intrepid navigator, Captain James Cook, who visited these shores in May, 1778, in the course of his third and last voyage to the Pacific Ocean. Sitka was founded in 1804 by Baron Baranoff, the first Russian governor of Russian America, four years after his original settlement at Starri Gavan Bay — a few miles north of the present site — had been destroyed by the natives, in the first year of its existence. There are many reminders

of Russian occupation, the chief of which are the old Baranoff Castle — a plain-looking block edifice, which stands on Katalan's Rock, near the water — and the Greek Church. The castle is the third edifice erected on the same site by the Russians, the first having been burned, and the second destroyed by an earthquake. Several other large structures, built during Russian occupancy, remain and serve for barracks, court rooms, etc. The principal street of the town, and almost its only one, extends from the wharf to the Greek Church, and then, bending around the corner of that notable edifice, winds along the beach to the Presbyterian Mission.

If the visitor continues his walk in that direction, he will discover a romantic path through the woods by Indian River. A little square at the left of the main street, near the water,—beyond which is the modest residence of the governor of the territory,—was once a Russian shipyard. Stretching along the shore to the left is the native town or *rancherie*, where 800 or 1,000 Sitkans live in the peculiar kind of frame houses common to other parts of Southern Alaska. Nothing in the form of totem poles is seen here, although the Sitkans, once a powerful, insolent, and really dangerous tribe, have many customs common to other Alaskan peoples. A small part of the old stockade which kept the natives without the Russian town after prescribed hours still remains, although most of the barricade was destroyed after the withdrawal of the American troops in 1877. On the slopes back of the native *rancherie* are the burial-grounds of the Russians and the Sitkans, and the remains of an old block house that commanded an angle of the stockade. Katalan's Rock bears the name of an ancient chief who had his habitation there. The Greek Church, with its green roof and bulging spire, is the most picturesque edifice in the town, and is one of the chief centres of attraction. It contains some quaint pictures on ivory, with settings of silver and other metal. Although few Russians are left in Alaska, the Russian government expends about

\$50,000 a year in maintaining this church and others at Kodiak and Ounalaska. In the belfry is a chime of six sweet-toned bells brought from Moscow. The old Russian mill still stands beyond the church ; but the tea garden, clubhouse, and race course are decayed and practically forgotten. The Presbyterian Mission, established in 1877 by Rev. Sheldon Jackson, D. D., and Mrs. A. R. McFarland, and now under the charge of Rev. Alonzo E. Austin, is the largest in Alaska.

The Return Trip.

Sitka is accounted the end of the northward voyage, although situated many miles south of Glacier Bay and Pyramid Harbor. We have yet nearly 1,000 miles of water passage to accomplish before reaching Victoria, Port Townsend, and the other Puget Sound points. Our track will be in the main over the same magnificent course we have come, with the omission of the more northward portion. There will perhaps be landings at several points, including Juneau and Fort Wrangel, although this is not certain, and the trip will possess fresh interest from the fact that much of the scenery missed in the night during the north-bound passage will now be visible. Even with the same grand scenes to gaze upon and nothing else, the experience would be enchanting ; for the grand panorama along the Alaskan and British Columbian coast is matchless in its beauty, variety, and true grandeur. The return will occupy five or six days, but the exact times of arrival or departure cannot be predicted with any degree of exactitude in a voyage of such extent. It is expected that the Puget Sound ports will be reached not later than Friday, June 19.

Port Townsend.

As we paid a visit to Victoria before going to Alaska, we shall on our return make a brief call at that city, and continue on to the American ports on Puget Sound, the first

of which is Port Townsend, situated at the head of the Strait of Juan de Fuca, and the port of entry for the whole Puget Sound district. With every possible advantage in the way of situation and climate, and with the prospect of early railroad communication with the rest of the world, this place is making very rapid progress. The Port Townsend Southern Railway extends southward into the Olympic Mountains over a route of great picturesqueness.

Seattle.

From Port Townsend we proceed to Seattle, the remarkable city that has been built up on the east shores of the sound—twice built up, in fact, nearly the entire business section of the place having been destroyed by fire in June, 1889. The new Seattle is more substantial and handsomer than the old, and in many ways a gratifying indication of the pluck, energy, and business enterprise of her citizens. With a population of 43,914, according to the late census, against 4,533 in 1880, the city is already one of the leading Pacific Coast points, and its many interests are constantly increasing in importance. Nearly \$7,000,000 were expended in 1889 in the erection of new buildings; while in street railways, street grading, and other public improvements, a further sum was added, making an aggregate expenditure of \$13,547,979 in a single year. In the city and suburbs, no less than 3,465 buildings were constructed. Some of the schools, churches, and several of the public buildings—notably the County Court House—are imposing edifices. Numerous railway lines enter here, and there are also steamer connections with near and distant points. The Northern Pacific Railroad Company has a line running to Tacoma, and there are also several lines of steamboats between the two cities. Seattle is charmingly situated between the waters of the sound and Lake Washington, a body of fresh water thirty miles in length.

It may be deemed advisable to divide the party for the visits to Seattle and Tacoma. Both cities will be included, one section seeing Seattle first and the other Tacoma.

Tacoma.

At the head of Puget Sound lies another beautiful city—Tacoma—which had scarcely an existence a dozen years ago. In 1880 the number of inhabitants was 1,098. In 1890 it was 35,858. This place derived much of its early importance from being the terminus of the Northern Pacific Railroad, which line, however, is now connected with all other important points on the Northwest Pacific Coast. Its manufacturing interests are large and constantly increasing. The city occupies a high bluff, overlooking the sound and the Puyallup valley, at the head of which stands the giant snow peak of Mount Tacoma (14,444 feet elevation). Many of the new buildings, including the Opera House block, are really magnificent, and there are also a great number of handsome residences. The buildings erected in a single year (1889) cost \$5,901,195. New and costly hotels are being erected both in Tacoma and Seattle. During our visit to Tacoma the party will make its headquarters at The Tacoma.

Over the Cascade Division of the Northern Pacific Railroad.

We shall leave Tacoma and Seattle on our homeward journey, *via* the Northern Pacific Railroad, Monday, June 22. The first part of our trip will lie over the picturesque Cascade Division of this great transcontinental line. The section of Western Washington traversed is mountainous, and the views are greatly diversified. The traveler first ascends the fruitful Puyallup valley, the great hop-growing region of the Pacific Coast, where, in the hop-picking season, the strange sight is presented of 2,000 or more Indians laboring in the fields, some of the copper-skinned workers coming many hundred miles to gain employment. The great snow dome of Mount

Tacoma is seen ahead of us, and in varying aspects as we speed along, now west of this monarch of the hills, and then north. Many magnificent views are had of this massive mountain and of the nearer hills. At South Prairie and beyond, we are in proximity to the great coal fields of the State. The ascent of the Green River discloses some charming cañon scenery. This is a clear mountain stream which takes its rise in the Cascade range. At an elevation of 2,809 feet we pass through the Stampede Tunnel, which has an extent of 9,850 feet and is lighted by electricity.

We descend on the east side of the Cascade range into the broad valley of the Yakima River, which is reached within five miles of the tunnel, and followed for 165 miles. This stream is from 200 to 300 feet wide for much of the way, and forms one of the most important tributaries of the Columbia. About seventy miles east of the Cascade range we pass through the Yakima Cañon, which is about fifteen miles long. Ellensburg, the county seat of Kittitas, is the first town of importance reached after crossing the mountains, although several new places are springing into existence in the vicinity of the coal mines. Ellensburg is one of the growing cities of the young State, and, notwithstanding its devastation by fire in 1889, is a populous and handsome place. North Yakima, thirty-six miles farther east, is another stirring town. It is situated near the Yakima Indian reservation.

Spokane Falls.

Crossing the Columbia River near Pasco, we traverse two growing counties of Washington — Whitman and Spokane. In the latter, more especially, several important towns have come into being along the road, including Sprague, Cheney, and Spokane Falls, the latter being the only one of the three that had any existence before the railway was built. Cheney contains a handsome academy, the gift of Benjamin P.

Cheney, of Boston, in whose honor the town was named. Spokane Falls is a large and flourishing city, which, like Seattle and Ellensburg, has suffered a baptism of fire. The place has been rebuilt in a more substantial way than ever, and has already taken its stand among the most enterprising and important cities of the far West. Of its 20,000 population, three quarters have been acquired in three years, and 19,000 in five years. Long lines of magnificent business blocks line the principal streets, and there is on every hand evidences of thrift and prosperity. The falls, which supply power for numerous manufacturing establishments, and are at the same time objects of great beauty, are within the limits of the city, and within a few squares of the railway station. The party will pass Tuesday, June 23, at Spokane Falls.

Idaho.

Nineteen miles east of Spokane Falls the boundary line between Washington and the newest State of the American confederation — Idaho — is crossed. The Northern Pacific Railroad traverses a very narrow strip of the northern part of the last-named State, the distance from the western border to the eastern being about seventy-eight miles only. Rounding the upper extremity of Lake Pend d'Oreille, the road ascends Clark's Fork, a turbulent stream which flows down through a succession of wild gorges, to the Bitter Root Mountains. At Hope, which is on the shores of the lake, railway time advances an hour — from Pacific to Mountain standard. The new State of Idaho has 84,229 inhabitants according to the recent census.

Montana.

Near Clark's Fork station we pass out of Idaho and into the new State of Montana, which, with its 143,776 square miles, is very nearly as large as the great States of New York, Pennsylvania, and Illinois combined. It has more than 1,000,000 acres in excess

of the whole of New England. There are in Montana nearly 40,000,000 acres of grazing lands and 16,000,000 acres which are suitable for farming, in addition to its vast wealth in mines. The railroad traveler is likely to declare that the region is practically treeless, and yet the State contains no less than 14,000,000 acres of forests, or more than are comprised in the State of Michigan. Of the total area of Montana, the Indian reservations take up 58,000 square miles, or about two fifths of the whole. Of the entire number of Indians in the United States, upwards of 250,000, Montana is credited with about 20,000. Montana was organized as a Territory in 1864, a year after Idaho; and until 1880 there was not a mile of railroad within its borders. It was admitted to statehood in 1889, and in 1890 was credited with a population of 131,769. Entering Montana in the extreme northwestern corner, we reach Heron, a town of several hundred inhabitants in the midst of a forest. Before the railroad came, Heron had no existence. Northward of Horse Plains, and extending along the Jocko and Pend d'Oreille Rivers for a distance of sixty miles, is a reservation of the Flathead Indians.

The Bitter Root Mountains were pierced on entering Montana, where Clark's Fork makes its way through. One hundred and thirty-five miles east of Heron and fourteen miles west of Missoula, the Coriakan Defile is reached, and the track crosses Marent Gulch by means of a trestle bridge 866 feet long and 226 feet high. A little farther on are other trestle bridges, one of which is 112 feet high. Missoula, the county seat of Missoula county, is beautifully situated at the western gateway of the Rocky Mountains, on the north side of Missoula River, near its junction with the Bitter Root and the Hell Gate. It was formerly an isolated and remote frontier post, but the railroad has made of it a stirring town. The country surrounding this place has been the scene of many fierce conflicts between the Flatheads and the Blackfeet Indians. We are now approaching the main range of the Rocky

Mountains, although the actual continental divide lies 106 miles east of Missoula. The road follows up Hell Gate River, passing through Hell Gate Cañon, which, however, is less of a cañon than a valley, being from two to three miles wide. The scenery is nevertheless very bold and picturesque, the pass being guarded by rock-ribbed mountains. We are in the midst of a placer-mining region; and the river, ordinarily clear, is in summer stained by the deposits of dirt from the tributary streams, along which many mining-camps are located. Some of the mines are very rich; and a large amount of the gold production of Montana, amounting to nearly \$9,000,000 annually, has come therefrom. Near Gold Creek, a little distance west of Garrison, the "last spike" was driven Sept. 8, 1883, uniting the two ends of the Northern Pacific Railroad. There is some grand mountain scenery in this vicinity, the snow-covered peaks of Mount Powell being prominent south of the railroad.

Crossing the Rocky Mountains at the Mullan Tunnel, which has an elevation of 5,548 feet above the sea, we descend the eastern slopes of the great continental divide, and approach Helena. This city, with a population of about 15,000, is situated at the eastern base of the Rocky Mountains and on both sides of the famous Last Chance Gulch, which yielded over \$10,000,000 worth of nuggets and gold dust. Helena contains many handsome buildings, and is the commercial and financial centre of the new State, as well as its capital. It is surrounded by mountains, one of the most remarkable of which, "The Bear's Tooth," rises abruptly from the Missouri River, thirty miles north. Continuing eastward from Helena, the road passes through a mining region, and forty-two miles from that city crosses the Missouri River. It follows up that stream, amid much wild scenery, to Gallatin City, where the three rivers forming the Missouri, viz. the Gallatin, Madison, and Jefferson, unite. We keep on through the Gallatin valley, and 120 miles from Helena reach Bozeman, another flourishing

and bustling town. This place was established in 1864, and named in honor of John Bozeman, an old frontiersman who lost his life at the hands of the Indians in 1867. The city presents an attractive appearance, and the mountain scenery in the vicinity is very charming. Ascending through Rock Cañon, we cross the Belt range of mountains at an elevation of 5,572 feet above the sea level. Near the summit the hills are pierced by a tunnel 3,500 feet in length. Livingston, the diverging point for Yellowstone Park travelers and a large and growing town, will be reached Wednesday night.

The Yellowstone National Park.

From Livingston a branch of the Northern Pacific Railroad extends up the Yellowstone valley to Cinnabar, a distance of fifty-one miles, and there is a stage ride of only eight miles from thence to the Mammoth Hot Springs. The scenery along this part of the line is bold and striking. The road passes through the lower and middle cañons, both of which would be considered grand sights, except in comparison with the far grander scenes within the park. We are already amid the mountains; and at the upper end of Paradise valley the massive form of Emigrant Peak, 11,034 feet in height, becomes a prominent landmark. The chief objects of interest above this point are the Sphinx and the "Devil's Slide." The latter consists of two enormous dikes of trap-rock on the steep slopes of Cinnabar Mountain.

The reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, covers a tract of about sixty-five miles in length, from north to south, and about fifty-five miles in width, from east to west, lying chiefly in Northwestern Wyoming, and over-lapping, to a small extent, the boundary of Montana, on the north, and of Idaho, on the west. This gives an area of 3,312 square miles, a tract that is nearly as large as the States of Rhode Island and Delaware

combined, and nearly half as large as the State of Massachusetts. The name "park" is perhaps misleading, as it is exceedingly diversified, containing numerous parks, or open tracts, as the name "park" has been bestowed in the mountain sections of Colorado, besides high mountains and beautiful lakes. The Rocky Mountain chain crosses the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,300 feet. The drainage of the park area is divided among three distinct systems — the Yellowstone River, which has about three fifths and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons, and the Madison and Snake Rivers, which have about one fifth each. In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. Since that time Dr. Hayden and his assistants have made further surveys of the region, and his twelfth annual report for 1878 (issued in 1883) gives the fullest information about the park yet published. For several years past Professor Arnold Hague, with a corps of scientific assistants, has been making a series of careful surveys of the region. "The number of geysers, hot springs, mud pots, and paint pots," said Professor Hague in 1887, "exceed 3,500; and, if to these be added the *fumaroles* and *solfataras*, the number of active vents would probably be doubled." The same authority enumerates seventy-five active geysers in the four principal basins.

The surveillance of the park is in the hands of the military, and the present superintendent is Captain F. A. Boutelle, of the First Cavalry. The regulations against

the marring or removal of geyser or hot spring deposits are necessarily strict, and are impartially enforced.

Mammoth Hot Springs.

We shall first visit Mammoth Hot Springs, arriving there early Thursday afternoon, and remaining until the ensuing day.

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1,000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7,600 feet, 1,213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of calcareous deposits, resulting from springs and geysers now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract attention. These are "Liberty Cap," an isolated shaft forty-five feet in height and twenty feet in diameter at its base, and the "Giant's Thumb," or "Liberty Cap No. 2," about 100 yards distant and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are a number of shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces, now in process of formation just below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present found, occupy about 170 acres. Dr. A. C. Peale (in Part II. of Hayden's *Twelfth Annual Report*) enumerates fifty-two different springs in this district, which have a temperature varying from 63 to 165 degrees Fahrenheit. The terraces are a succession of beautiful basins, over the rims of

which the water falls in gentle rivulets and miniature cascades. The deposits, which result from evaporation, at the margins of each basin, are exquisite in form and color. The rims and walls present the most delicate arabesques, and fretted stalactites depend from the edges. Rich cream and salmon tints predominate, but these deepen into shades of red, brown, green, and yellow; while the turquoise blue of the waters affords a striking contrast of color.

On the Road to the Geysers.

Leaving the hotel at Mammoth Hot Springs, the party will proceed to the Lower and Upper Geyser Basins *via* the Norris Geyser Basin. This journey and the subsequent trips about the park will be made in comfortable wagons. The early part of the ride lies over a road which ascends the banks of Glen Creek to the Golden Gate and Rustic Falls, near which is Kingman's Pass, 7,300 feet above the sea. On the plateau above, from which a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak, and Mount Holmes, Swan Lake is situated. Near Beaver Lake are the famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1,000 feet in length.

The Norris, or Gibbon Geyser Basin.

This is the first of the geyser basins encountered in our round of the park, and likewise the highest, its elevation above the sea being 7,527 feet. There are numerous springs of water and mud and a few veritable geysers, the chief of these being the "New Crater" and the "Monarch." The former broke out with great force last spring. Dr. Peale enumerates ninety-seven springs of various kinds within this basin. The peculiarities here noticed are the absence of any very great accumulation of deposits, the newness of some of the important geysers, and the abundance of iron

and sulphur. The "Monarch" is a powerful geyser which is in eruption once in about every twenty-four hours. It emits a stream to the height of about 100 feet. The "Hurricane" is a fierce, roaring spring that is expected to develop into a geyser, and the "Growler" is the significant name of another vigorous steam and water vent. The "Minute Man" is a small geyser near the road.

Gibbon Falls.

The road from the Norris Basin southward crosses a ridge, and, descending therefrom to the Gibbon Meadows, or Elk Park, soon enters the wild cañon of the Gibbon River. A new road has been constructed, forming a continuation of the old route along the river bank. This follows the river to a point below the picturesque Gibbon Falls, and is eventually to be extended to the Firehole Basin (or Lower Geyser Basin), thus avoiding a series of difficult hills. The falls, which are eighty feet in height, are seen to great advantage from the new roadway, which at this point occupies a high perch directly in front of the cataract.

The Lower Geyser Basin.

The hotel in the Lower Geyser Basin (or at the Forks of the Firehole, as the region is also designated) will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between thirty and forty square miles, having an elevation of 7,150 feet, or only 90 feet less than the Upper Geyser Basin, from six to ten miles distant. Above this, the surrounding plateau rises from 400 to 800 feet, the slopes being heavily timbered. In this section Dr. Hayden's party found 693 springs, including the Egeria Springs of the Midway Basin, among which the "Excelsior" Geyser and "Prismatic" Lake are counted. The chief points of interest visited by tourists

are the "Fountain" Geyser and "Mammoth Paint Pots," which are situated near each other. The "Fountain" is a very handsome geyser, and is in eruption four times daily. The "Paint Pots" constitute one of the chief wonders of the park. In a crater forty feet or more in diameter, there are numerous mud springs, in which the material cast forth has the appearance of paint of different shades. The pasty material is exceedingly fine to the touch, and, as it bubbles up, generally assumes for a moment some floral form. A mile or so distant easterly, but difficult of access, is another group of geysers and springs, including the "Great Fountain," one of the most powerful geysers in the park. It is in eruption every forty-six hours, and throws water to the height of from 125 to 150 feet.

The "Excelsior" Geyser and "Prismatic" Lake.

In the ride between the Lower and Upper Basins, a halt will be made in the Midway Geyser Basin for the purpose of inspecting the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all of which lie on the west bank of the river. The "Excelsior," the largest geyser known in the world, was in a state of great activity during 1888, after a period of inaction lasting about six years. The eruptions occurred at intervals of about an hour, and were very powerful. A great dome of water, often accompanied by lavatic stones, was thrown into the air to a height of between 200 and 300 feet, while the accompanying column of steam rose 1,000 feet or more. Early in 1889 the geyser again ceased action, but in 1890 it resumed its work, but with diminished force. Nevertheless, its eruptions, which occurred every two hours, were grand spectacles. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of "Cliff

Cauldron" was given it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. "Hell's Half Acre" is another expressive title given to this terrible pit. Two rivulets pour forth from the cauldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The "Turquoise" Spring, near the "Excelsior," is beautiful in its rich tints of blue, and "Prismatic" Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and Its Wonders.

About five miles above the "Excelsior" Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles, and a general elevation of 7,240 feet. Dr. A. C. Peale (in Hayden's *Report*) enumerates 440 springs and geysers within this territory, including twenty-six distinct geysers. The Upper Basin group includes, with others, the following: "Old Faithful," "Castle," "Bee Hive," "Giant," "Giantess," "Grotto," "Grand," "Oblong," "Splendid," "Comet," "Fan," "Mortar," "Riverside," "Turban," "Saw Mill," "Lion," and "Lioness." These are scattered over the surface of the basin, chiefly along the river bank, "Old Faithful" being at the southern extremity, and the "Fan," "Mortar," and "Riverside" at the northern end, near where the wagon road enters the basin. The "Grotto," "Giant," "Oblong," and "Castle" are near the road. The "Bee Hive," with its handsome cone, from which the geyser takes its name, together with the "Giantess" and "Lion" group, is upon the opposite side of the river from the hotel. The "Lone Star" Geyser, celebrated on account of the size and beauty of its cone, is between four and five miles south of the hotel. On the new road leading to the "Lone Star," or near it, is a picturesque fall

known as Kepler's Cascade. Many beautiful springs are in proximity to the geysers, forming objects of interest second only to the mammoth fountains of hot water. The subterranean forces are never at rest, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the visitor on every side. Clouds of steam arise from a dozen different localities, some of the springs being hidden in the timber which covers the neighboring mountain-sides. There are daily eruptions of some of the geysers, while others have longer intervals of quiescence. "Old Faithful" makes a magnificent display once an hour, and is one of the handsomest geysers in the park.

From the Upper Geyser Basin to Yellowstone Lake.

After our sojourn in the Upper Geyser Basin, we shall resume our wagon journey through the park, leaving Monday morning for the new hotel at the outlet of Yellowstone Lake. The road passes over the high divide between the Madison River system and the Yellowstone River. The traveler returns to the Lower Geyser Basin, and then ascends the East Fork of the Firehole River about ten miles, the stream being forded several times. As the heights beyond are climbed, a beautiful panorama of forest and mountain scenery is unfolded to view. After passing through the forest-clad heights, Mary's Lake, a silvery sheet of water which lies at an elevation of 8,336 feet, is reached. Descending the east slopes into Hayden valley, which comprises the drainage area lying east of these mountains and between Elephant's Back (near the lake) and the falls, some magnificent views are had of Mount Washburne,—which rises in the south, and nearly in the centre of the park, to the altitude of 10,346 feet,—of its near neighbor, Dunraven Peak (9,988 feet), and the more distant Specimen Ridge. On approaching the Yellowstone River the road forks, and we turn southward towards the lake, which is about eight miles distant. An object of especial interest on this

part of the road is the "Mud Geyser" or "Giant Cauldron." A circular pit, or crater, is seen in the side of a hill west of the roadway. The pit is about twenty feet in depth; and on one side, at the bottom, is a cavernous opening, from which waves of mud are emitted with great force. There was formerly a vigorous mud geyser on the opposite side of the road, a short distance beyond.

Yellowstone Lake.

This large and beautiful sheet of water lies at an elevation of 7,741 feet, according to the latest measurements of the United States Geological Survey. It covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet, a new and commodious hotel has been built. The view from this point is charming. In the southeast are some of the highest mountains in the park—including Eagle Peak (11,100 feet), Silver Tip (10,000 feet), Mount Chitenden (10,000 feet), Cathedral Peak (10,500 feet), Mounts Doane, Langford, and Stevenson (all three over 10,000 feet), and other landmarks of the Absaroka, or Hoodoo range. In the south are Flat Mountain, Mount Hancock, and Mount Sheridan (10,200). The latter is the highest of the Red Mountains, near Heart Lake. These peaks are blue in the distance, and the scenery is suggestive of the picturesqueness of the Swiss lakes. About three and a half miles from the hotel, at an elevation of 8,000 feet above the sea, is a natural bridge. A little stream has worn its way down through a rock wall, and directly under the arch is a fall of about forty feet.

The Falls and Grand Cañon of the Yellowstone.

Leaving the Lake Hotel Tuesday morning, we shall proceed to Yellowstone Falls and the Grand Cañon of the Yellowstone. We retrace our way past the "Mud

Geyser" and "Mud Volcano," and thence follow down the river bank past Sulphur Mountain. This latter is an extensive deposit of sulphur in a region of hot springs, one of which, at the base of the hill near the road, is especially active.

Upon an elevated plateau above the river, nearly a mile from the former house, a new and capacious hotel, fitted up with modern improvements, has been built. In its approach to the hotel the road crosses Cascade Creek, just above the pretty Crystal Cascades. The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height, upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one third of the cataract from view.

Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 308 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algæ*.

The cañon may well be considered the greatest of the park marvels. The height of the plateau at the falls is 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. There may be deeper cañons elsewhere, but they cannot exceed in impressive beauty the marvelously pictured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points from

which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. On the apex of one of these pillars is an eagle's nest. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors. The yellows, due to sulphur deposit, predominate; but the oxidation of iron through the many hot springs, which send up their clouds of steam even here, provides a liberal sprinkling of reds. It seems as if a gorgeous sunset or a shattered rainbow had fallen into the abyss. With the grand grouping of crags and pinnacles, tinted walls, and the beautiful falls, the picture is one that, once seen, can never be forgotten.

From the Cañon to the Mammoth Hot Springs.

From the Grand Cañon of the Yellowstone a road extends directly west to Norris Geyser Basin, which is about a dozen miles distant. The latter part of the way is beside the upper Gibbon River. The Virginia Cascades, which are at the side of the stage road, form one of the prettiest sights in the park. From the Norris Geyser Basin Hotel, where we dine, we proceed to Mammoth Hot Springs, arriving at the latter point in the afternoon.

It may be deemed advisable to divide the party for the round of the park. In that case one section will reverse the order of travel described in the foregoing pages.

From the Yellowstone National Park Eastward.

Taking our departure from the hotel at Mammoth Hot Springs Thursday, July 2, by stage, the party will proceed to Cinnabar, where our vestibuled train of Pullman palace cars will be in waiting. Our route takes us back to Livingston on the Park Branch, and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone. Billings, named in honor of Hon. Frederick Billings, a former president of the Northern Pacific Railroad, is a flourishing town of 1,500 inhabitants, 1,020 miles from Tacoma and 891 miles from St. Paul. Twenty-eight miles east of Billings is Pompey's Pillar, a mass of sandstone about 400 feet high, on the side of which Captain William Clark, the explorer, carved his name July 25, 1806. At Big Horn the railroad passes through a tunnel 1,100 feet long, and immediately after crosses the Big Horn River on a bridge 600 feet in length. Custer, Forsyth, and Miles City are places named in honor of military heroes. The latter is a young city of considerable importance, and a few miles west of it is Fort Keogh. Friday afternoon we shall reach Glendive, a growing town near the eastern line of Montana and the last point of importance within that State.

North Dakota.

Thirty-six miles east of Glendive and one mile west of Sentinel Butte, we pass out of Montana, through which we have journeyed on the main line of railway 780 miles. The succeeding 367 miles lie within the new State of North Dakota. Both North and South Dakota were admitted to statehood in 1889, together with Montana and Washington. The former has a population of 182,425.

Pyramid Park or the "Bad Lands."

On entering North Dakota we soon find ourselves in the famous "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes

from fifty to 150 feet high are seen, with rounded summits and steep sides and variegated bands of color. The black and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red; while the raw clay varies from a glaring white to a dark gray. The mounds are in every conceivable form, and are composed of different varieties of argillaceous limestone, friable sandstone, and lignite, lying in successive strata. The coloring is very rich. Between these curiously shaped elevations are ravines and gulches through which streams meander; and there are occasional park-like tracts that afford nutritious grazing for cattle. The term "Bad Lands," as applied to this region and generally understood, is certainly a misnomer. The old French *voyageurs* described the region as "*mauvaises terres pour traverser*," meaning that it was a difficult country to travel through, and the term has been carelessly translated and shortened into "Bad Lands."

Eastward from the "Bad Lands."

The region lying east of the remarkable section just referred to is devoted chiefly to cattle grazing. The appearance of the country is that of a rough, rolling prairie, with here and there a bold elevation in butte form. At Mandan, an important railroad town and the county seat of Morton county, the time changes from Mountain, or 105th meridian, to Central, or 90th meridian standard. Between Mandan and Bismarck, the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which cost \$1,000,000. The thriving city of Bismarck, which lies on the east side of the Missouri, is the capital of North Dakota. Jamestown is another flourishing place, and east of there we pass through the great Red River wheat belt. The famous Dalrymple farms comprise some 75,000 acres of land. Fargo, the financial metropolis of the Red River valley, is a stirring city. It is situated 251 miles from St. Paul.

Minnesota.

The State of Minnesota, which we enter at Morehead, embraces 83,530 square miles, and in 1890 contained a population of 1,300,017. Its elevation is from 1,000 to 1,800 feet above the ocean, and there are within its borders upwards of 7,000 small lakes. The Northern Pacific Railroad traverses this great empire of the West from the Red River to St. Paul, and in an important easterly extension from Brainerd to Duluth and Ashland, on the shores of Lake Superior. There are also several important branches. Among the principal towns passed through during this part of our journey are Glyndon, Lake Park, Detroit (which is beautifully situated near Detroit Lake), Perham, Wadena, Verndale, Little Falls, Sauk Rapids, and Anoka.

St. Paul.

The party will reach St. Paul Saturday afternoon, and proceed to the elegant Hotel Ryan. St. Paul is a city of recent and very rapid growth, although the oldest-settled portion of that empire of the Northwest, Minnesota. It was long an Indian town, and in 1680 was visited by Father Hennepin. The first white settlement was founded in 1838, and a Catholic mission was called St. Paul's; hence the name of the city. The town was incorporated in 1849, with a population of 400, and the city in 1854, with a population of 4,500. The St. Paul of to-day has a population of 133,156, according to the recent census, and is one of the handsomest, as well as one of the busiest cities in America. Its wholesale trade amounts to over \$72,000,000 per year. It is the capital of the State and the county seat of Ramsey county. Its situation, at the head of navigation on the Mississippi River, was at the outset greatly in its favor, and the centering here of the great railway systems of the Northwest has given it still greater importance. The public buildings of St. Paul, and many of

the business edifices, are truly magnificent structures. Summit avenue, which leads toward Fort Snelling, is lined with handsome residences. The fort is situated on the high banks of the Mississippi River near the mouth of the Minnesota River.

Minneapolis.

Monday morning the party will proceed from St. Paul to the sister city of Minneapolis, only ten miles distant. There will be a transfer from the Minneapolis and St. Louis station to the magnificent West Hotel, corner of Hennepin avenue and Fifth street. The West is one of the largest and most elegant hotels in the country, having been completed at a cost for building and furnishing of about \$2,000,000. Although less than thirty years old, Minneapolis has a population of 164,780 — an increase of 117,893 in ten years,— and its builders can hardly keep pace with the demands of trade and the calls of new-comers for residences. Its streets and avenues are spacious, and, in many instances, lined with trees; while its business blocks are among the most substantial and elegant in the country. Its immense manufacturing interests are headed by twenty-three flouring mills, with a daily capacity of 29,000 barrels and an export trade of 1,500,000 barrels per annum, and nineteen lumber mills, which cut 300,000,000 feet of lumber each year. The utilized water-power of the Falls of St. Anthony amounts to 130,000 horse-power at low water-mark. The manufacturing interests aggregate nearly \$50,000,000. There will be a carriage ride Monday afternoon or Tuesday morning through the most interesting business and residence sections of the city, and out to the picturesque Falls of Minnehaha.

From Minneapolis Eastward.

Going on board our Pullman train at the Minneapolis & St. Louis Railway station Tuesday evening, we continue our journey eastward. The Albert Lea route, over

which we travel, is a part of the popular Rock Island system, being made up of the following named roads: The Minneapolis & St. Louis Railway from Minneapolis to Albert Lea, Minn.; the Burlington, Cedar Rapids & Northern Railway from Albert Lea to West Liberty, Ia., and the Chicago, Rock Island & Pacific Railway thence to Chicago. This line traverses some of the richest portions of Southern Minnesota and Northeastern Iowa, and then crosses the northern part of the great State of Illinois. The train proceeds southward across some half-dozen counties of Minnesota, passing through several flourishing places, including Waseca and Albert Lea. Reaching the borders of Iowa, portions of eleven counties in that rich and productive State are passed through. Cedar Rapids and Davenport are the chief Iowa cities lying upon this line. Between Davenport and Rock Island the lordly Mississippi rolls, and its floods are crossed by a magnificent bridge.

From Blue Island Junction, or Chicago Eastward.

Persons who return upon other dates than is contemplated by the regular itinerary, or those who wish to stop over at Chicago, may proceed directly through to that city, and take the train eastward from the new Dearborn station of the Chicago & Grand Trunk Railway (between Polk and Taylor streets and Third and Fourth avenues); but arrangements have been made for the party to change from the Chicago, Rock Island & Pacific Railway to the Chicago & Grand Trunk Railway at the intersection of the two roads, near Blue Island, seventeen miles from the city on the former line. The homeward route from that point will be over the Chicago & Grand Trunk Railway, the Grand Trunk Railway, the New York Central & Hudson River Railroad from Suspension Bridge to Buffalo, the West Shore Railroad thence to Rotterdam Junction, and the Fitchburg Railroad eastward to Boston.

Members of the party returning independently will be required to exchange their east-bound passage and sleeping-car coupons at the station ticket offices, either at the Chicago & Grand Trunk Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago; or at the city office of the Chicago & Grand Trunk Railroad, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-car berths should be addressed. In order to avail themselves of the stop at Niagara Falls, passengers can leave Chicago at 3.15 P. M., and remain over at Niagara Falls until afternoon. Niagara Falls is the only point east of Chicago where any "stop-over" privileges can be allowed.

Niagara Falls.

The party will arrive at Niagara Falls at 9.00 A. M. (Eastern standard time) Thursday, July 9. The forenoon can be spent in an inspection of the great cataract and the other attractions of the place, the time being ample for a round of all the chief points of interest. The hotels are in proximity to Prospect Park, the Rapids, and the entrance to Goat Island, and also near the upper suspension bridge that leads across to the Canada shore just below the falls. The train will leave Niagara Falls, from the New York Central & Hudson River Railroad station, at 4.48 P. M., and proceed eastward over the West Shore Railroad line, the route lying over the Fitchburg Railroad east of Rotterdam Junction.

Price of Tickets.

The price of tickets for the excursion, as described in the foregoing pages, will be SIX HUNDRED AND SEVENTY-FIVE DOLLARS. This sum will cover first-class travel over all railway and steamer routes going and returning, with double berths in Pullman

sleeping-cars, and only two persons in each room on board the Alaska steamer; all stage rides to and throughout the Yellowstone National Park; hotel accommodations according to the itinerary, for the period of the regular tour (eighty-two days), with sojourns at Manitou Springs, Coronado Beach (San Diego), Redondo Beach, Los Angeles, Santa Barbara, San Francisco, San Jose, Santa Cruz, Monterey, Portland, Tacoma, Seattle, the Yellowstone National Park (at Mammoth Hot Springs, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, and Yellowstone Grand Cañon), St. Paul, Minneapolis, etc.; meals in dining-cars, at hotels, dining-stations, or on steamers *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (San Diego, Los Angeles, Santa Barbara, San Francisco, San Jose, Santa Cruz, Monterey, Portland, Seattle, Tacoma, St. Paul, and Minneapolis); special carriage rides in Denver, Pasadena, Santa Barbara, San Francisco, Portland, St. Paul, and Minneapolis; all expenses for transportation, transfer and care of baggage (to the extent of 150 pounds for each person, all excess of that amount to be liable to excess charges at regular transportation rates), and the services of the conductors,—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston Back to Boston.

Price for children between the ages of five and twelve years, FIVE HUNDRED AND NINETY DOLLARS. This includes a separate sleeping-berth throughout the entire journey, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be FIVE HUNDRED AND THIRTY-FIVE DOLLARS.

Price of tickets for the Yosemite valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages following itinerary and distance table.)

EXTRA SLEEPING-CAR ACCOMMODATIONS.—Members of the excursion party who desire extra sleeping-car accommodations can secure the same at regular through rates, notwithstanding the frequent halts made during the journey.

The cost of an extra double berth (giving an entire section to one person), for the journey between Boston and San Bernardino or San Diego, is \$25. Drawing-room for one occupant, \$67; for two occupants, \$42—\$21 for each passenger; for three occupants, entire extra charge, \$17.

The charges for extra sleeping-car accommodations between Los Angeles (or Santa Barbara) and San Francisco are as follows: Extra double berth, \$2.50; drawing-room for one occupant, \$6.50; drawing-room for two occupants, \$4, or \$2 each; drawing-room for three occupants, entire extra charge, \$1.50.

The cost of an extra double berth from San Francisco to Tacoma is \$9; drawing-room for one occupant, \$23; drawing-room for two occupants, \$14—\$7 for each passenger; drawing-room for three occupants, entire extra charge, \$5. The side trip from Portland to Dalles City, with sleeping-car accommodations for one night, is included in these rates.

For an extra double berth from Tacoma to Boston, \$21; drawing-room for one occupant, \$58; drawing-room for two occupants, \$37—\$18.50 for each passenger; drawing-room for three occupants, entire extra charge, \$16.

ITINERARY.

MONDAY, April 20. *First Day.*—Leave Boston from the Fitchburg Railroad station, Causeway street, at 4.00 P. M., and proceed westward by the Hoosac Tunnel line. The transcontinental journey will be made in a special train of elegant vestibuled Pullman palace cars, inclusive of palace dining-car. On arrival at the station members of the party should check their baggage to Manitou Springs, Col. The

checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passenger.

TUESDAY, April 21. *Second Day.*—From Rotterdam Junction westward *via* West Shore Railroad; arrive at Buffalo 9.30 A. M. and Suspension Bridge at 11.00 A. M.; from Suspension Bridge westward *via* Grand Trunk Railway; from Port Huron westward on Chicago & Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

WEDNESDAY, April 22. *Third Day.*—From Blue Island Junction westward *via* Chicago, Rock Island & Pacific Railway.

THURSDAY, April 23. *Fourth Day.*—Arrive at Kansas City at 6.00 A. M.; leave Kansas City at 11.30 A. M., *via* Atchison, Topeka & Santa Fe Railroad, and proceed westward through Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

FRIDAY, April 24. *Fifth Day.*—Arrive at Pueblo 10.00 A. M.; leave Pueblo 12.00 M., *via* the Denver & Rio Grande Railway, for a visit to the famous Royal Gorge; the trip through the Royal Gorge will be made in observation cars; return to Pueblo, and thence proceed over Denver & Rio Grande Railway to Denver.

SATURDAY, April 25. *Sixth Day.*—Arrive at Denver 4.00 A. M., the passengers remaining on the cars until morning; carriage ride during the forenoon, visiting the chief places of interest in and about the city; leave Denver at 1.00 P. M. *via* the Denver & Rio Grande Railway; arrive at Manitou Springs 4.00 P. M.; omnibus transfer to the Barker House, C. W. Barker, proprietor, and the Cliff House, E. E. Nichols, proprietor. Both hotels are situated in proximity to the principal springs and the large bathing-establishment.

SUNDAY, April 26. *Seventh Day.*—At Manitou Springs. Omnibus transfer from the hotels to the cars at 9.00 P. M.

MONDAY, April 27. *Eighth Day*.—Leave Manitou Springs, *via* Denver & Rio Grande Railway, at 1.00 A. M.; from Pueblo southward *via* Atchison, Topeka & Santa Fe Railroad; arrive at Las Vegas, N. M., 11.30 A. M.; and thence by Hot Springs Branch to Las Vegas Hot Springs, arriving there at 12.00 M.; leave Las Vegas Hot Springs 3.00 P. M. and Las Vegas 3.30 P. M.; cross the Glorieta Pass by daylight, and proceed from Lamy Junction to Santa Fe by branch line; arrive at Santa Fe 10.00 P. M., the passengers remaining on the cars.

TUESDAY, April 28. *Ninth Day*.—At Santa Fe. Leave Santa Fe, *via* Atchison, Topeka & Santa Fe Railroad, at 12.00 M.; arrive at Albuquerque 4.00 P. M.; leave Albuquerque, *via* the Atlantic & Pacific Railroad (Atchison, Topeka & Santa Fe system), at 5.00 P. M.

WEDNESDAY, April 29. *Tenth Day*.—*En route* through Arizona on the Atlantic & Pacific Railroad.

THURSDAY, April 30. *Eleventh Day*.—Arrive at Barstow, Cal., 5.00 A. M.; thence south *via* the Southern California Railway (Atchison, Topeka & Santa Fe system); arrive at San Bernardino 11.00 A. M.; from San Bernardino, *via* the Valley Division of the Southern California Railway, to Redlands, arriving there at 12.00 M.; leave Redlands at 8.00 P. M.; from San Bernardino south *via* Southern California Railway.

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

FRIDAY, May 1. *Twelfth Day*.—Arrive at San Diego 6.00 A. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, Jr., manager.

SATURDAY, May 2. *Thirteenth Day*.—At the Hotel del Coronado, Coronado Beach.

SUNDAY, May 3. *Fourteenth Day*.—At the Hotel del Coronado, Coronado Beach.

MONDAY, May 4. *Fifteenth Day*.—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway, and leave San Diego by said line at 7.30 A. M.; arrive at Riverside 12.37; leave Riverside at 4.00 P. M. *via* Southern California Railway; arrive at Los Angeles 7.00 P. M.; leave at once *via* La Ballona Division, and arrive at Redondo Beach at 8.00 P. M.; to the Redondo Beach Hotel, Colonel E. W. Root, manager.

TUESDAY, May 5. *Sixteenth Day*.—At Redondo Beach.

WEDNESDAY, May 6. *Seventeenth Day*.—Leave Redondo Beach at 7.35 A. M. *via* La Ballona Division of Southern California Railway; arrive at Los Angeles 8.30 A. M.; leave Los Angeles at once, and arrive

at Pasadena 9.00 A. M. ; carriage ride, visiting the most picturesque sections of Pasadena, including The Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc. ; lunch at the Hotel Arcadia, Lamanda Park ; leave Pasadena at 5.55 P. M. ; arrive at Los Angeles 6.30 P. M. ; omnibus transfer from the Southern California Railway station to The Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager, and The Nadeau, Bonsall & Schreiber, proprietors.

THURSDAY, May 7. *Eighteenth Day.*— In Los Angeles.

FRIDAY, May 8. *Nineteenth Day.*— In Los Angeles. Omnibus transfer from the hotels to the Southern Pacific Company's Arcade station, and at 12.45 P. M. leave Los Angeles ; arrive at Santa Barbara 6.00 P. M. ; omnibus transfer to The Arlington, C. C. Wheeler, manager.

SATURDAY, May 9. *Twentieth Day.*— In Santa Barbara. Carriage ride, with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.—The carriage ride may be taken on any of the days during the stay here.

SUNDAY, May 10. *Twenty-first Day.*— In Santa Barbara.

MONDAY, May 11. *Twenty-second Day.*— In Santa Barbara.

TUESDAY, May 12. *Twenty-third Day.*— In Santa Barbara.

WEDNESDAY, May 13. *Twenty-fourth Day.*— In Santa Barbara.

THURSDAY, May 14. *Twenty-fifth Day.*— In Santa Barbara.

FRIDAY, May 15. *Twenty-sixth Day.*— In Santa Barbara. Omnibus transfer to the Southern Pacific Company's station, and leave Santa Barbara at 9.45 A. M. ; dinner at the station dining-rooms, Saugus ; supper at station dining-room, Mojave.

NOTE.—The parties for the Yosemite valley will be made up during the stay at Santa Barbara, to leave on different days.

SATURDAY, May 16. *Twenty-seventh Day.*—On the Southern Pacific Company's line *en route* northward ; breakfast at the station dining-room, Lathrop ; arrive at Oakland Pier 9.50 A. M., and in San Francisco by ferry 10.15 A. M. ; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to the Palace Hotel, S. F. Thorn, manager.

NOTE.—The Yosemite valley passengers will reach Berenda (on this and preceding dates) at 3.05 A. M., and Raymond (by branch railway line from Berenda) at 6.15 A. M. The stage journey begins at Raymond. Through sleeping-cars will be run from Santa Barbara to Raymond, for the accommodation of the members of the party.

SUNDAY, May 17. *Twenty-eighth Day.*—In San Francisco.

MONDAY, May 18. *Twenty-ninth Day.*—In San Francisco. The members of the party will have a carriage ride while in San Francisco, the route being to Golden Gate Park, and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance. This ride may be taken on any day of the stay in San Francisco.

TUESDAY, May 19. *Thirtieth Day.*—In San Francisco.

WEDNESDAY, May 20. *Thirty-first Day.*—In San Francisco.

THURSDAY, May 21. *Thirty-second Day.*—In San Francisco.

FRIDAY, May 22. *Thirty-third Day.*—In San Francisco. Transfer from the Palace Hotel to the station of the Southern Pacific Company's Monterey line, corner of Third and Townsend streets, in the coaches of the United Carriage Company, and leave San Francisco at 8.30 A. M. by said line; arrive at San Jose 10.27 A. M.; omnibus transfer from the station to the Hotel Vendome.

SATURDAY, May 23. *Thirty-fourth Day.*—In San Jose. Stage excursion to the Lick Observatory, on the summit of Mount Hamilton, leaving the Hotel Vendome in the morning, and returning in the afternoon.

SUNDAY, May 24. *Thirty-fifth Day.*—In San Jose.

MONDAY, May 25. *Thirty-sixth Day.*—Omnibus transfer from the Hotel Vendome to the station of the Southern Pacific Company's Santa Cruz Division (narrow gauge), and leave San Jose by said line at 10.20 A. M.; arrive at Santa Cruz about 1.00 P. M., after visiting the "Big Trees," six miles from Santa Cruz; omnibus transfer to the Pacific Ocean House, W. J. McCollum, proprietor, the Pope House, F. C. Macartney, proprietor, and the Sea Beach Hotel, J. T. Sullivan, proprietor; carriage drive during the afternoon, visiting the beach, cliff, etc.

TUESDAY, May 26. *Thirty-seventh Day.*—In Santa Cruz. Omnibus transfer to the station of the Southern Pacific Company's broad-gauge line, and leave Santa Cruz at 1.30 P. M.; arrive at Hotel del Monte station, Monterey, 5.50 P. M.; carriage transfer to the Hotel del Monte, Georg Schönewald, manager.

WEDNESDAY, May 27. *Thirty-eighth Day.*—At Hotel del Monte, Monterey.

THURSDAY, May 28. *Thirty-ninth Day.*—At Hotel del Monte, Monterey.

FRIDAY, May 29. *Fortieth Day.*—At Hotel del Monte, Monterey.

SATURDAY, May 30. *Forty-first Day.*—At Hotel del Monte, Monterey. Carriage transfer to the Southern Pacific Company's station, and leave Monterey at 1.49 P. M.; arrive at San Francisco 6.30 P. M.; transfer from Third and Townsend streets station to the Palace Hotel, in the coaches of the United Carriage Company.

SUNDAY, May 31. *Forty-second Day.*—In San Francisco.

MONDAY, June 1. *Forty-third Day.*—In San Francisco. Transfer from the Palace Hotel to the Market street ferry in the coaches of the United Carriage Company, and leave San Francisco by ferry at 3.30 P. M.; leave Oakland Pier in Pullman palace cars, *via* Southern Pacific Company's line, at 4.00 P. M.; arrive at Sacramento 7.30 P. M.

TUESDAY, June 2. *Forty-fourth Day.*—Leave Sacramento at 12.50 A. M.; during the day on the Southern Pacific Company's Oregon line *en route* through the upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua Rivers.

WEDNESDAY, June 3. *Forty-fifth Day.*—On the Southern Pacific Company's Oregon line *en route* through the valley of the Willamette; arrive at Portland 9.35 A. M.; leave Portland 10.30 A. M. *via* Union Pacific Railway Company's main line of railway; the train will halt at Multnomah Falls, with sufficient time for the passengers to inspect the falls; arrive at Dalles City 4.00 P. M.; remain on the cars over night, the train being placed upon a side track at Dalles City.

THURSDAY, June 4. *Forty-sixth Day.*—Leave Dalles City on one of the Union Pacific Railway Company's steamers at 7.00 A. M. for a trip down the Columbia River; breakfast on the boat; arrive at

the Upper Cascades 11.30 A. M.; transfer by narrow-gauge railway to the Lower Cascades (six miles), and leave there at 12.15 P. M. by steamer; dinner on the boat; arrive at Portland 4.50 P. M.; omnibus transfer to The Portland, Charles E. Leland, manager.

FRIDAY, June 5. *Forty-seventh Day*.—In Portland. Carriage ride through the business and finest residence portions of the city, and also to the park, which affords a grand view of the city, the river, and the mountains.

SATURDAY, June 6. *Forty-eighth Day*.—In Portland. Omnibus transfer from The Portland to the Northern Pacific Railroad station, and leave by said line at 2.00 P. M.; arrive at Tacoma wharf 8.00 P. M.; go on board the Pacific Coast Steamship Company's steamer "Queen" for the Alaska voyage.

SUNDAY, June 7. *Forty-ninth Day*.

MONDAY, June 8. *Fiftieth Day*.

TUESDAY, June 9. *Fifty-first Day*.

WEDNESDAY, June 10. *Fifty-second Day*.

THURSDAY, June 11. *Fifty-third Day*.

FRIDAY, June 12. *Fifty-fourth Day*.

SATURDAY, June 13. *Fifty-fifth Day*.

SUNDAY, June 14. *Fifty-sixth Day*.

MONDAY, June 15. *Fifty-seventh Day*.

TUESDAY, June 16. *Fifty-eighth Day*.

WEDNESDAY, June 17. *Fifty-ninth Day*.

THURSDAY, June 18. *Sixtieth Day*.

FRIDAY, June 19. *Sixty-first Day*.

On the Alaska trip, visiting Fort Wrangel, Juneau, Douglas Island, Chilkah, the great Muir Glacier, in Glacier Bay, Sitka, etc. Due back at Port Townsend, Seattle, and Tacoma not later than Friday, June 19. On the northward voyage from Puget Sound, a visit will be paid to Victoria, B. C.

NOTE.—On the return the steamer will remain at Port Townsend long enough to permit of an inspection of that city. Both Seattle and Tacoma will also be visited, and for the better accommodation of all it may be deemed advisable to divide the party into two divisions, one of which will visit Seattle first and the other Tacoma. The Rainier, F. D. Ray, manager, in Seattle, and The Tacoma, William H. Lee,

manager, in Tacoma, will be made the sojourning-places in those cities, and there will be coach transfers to and from the hotels.

FRIDAY, June 19. *Sixty-first Day*.— In Seattle and Tacoma.

SATURDAY, June 20. *Sixty-second Day*.— In Seattle and Tacoma (the two divisions exchanging places *via* the Northern Pacific Railroad line).

SUNDAY, June 21. *Sixty-third Day*.— In Seattle and Tacoma.

MONDAY, June 22. *Sixty-fourth Day*.— In Seattle and Tacoma. Omnibus transfers from the hotels to the stations, and leave Seattle at 2.00 P. M., and Tacoma at 2.50 P. M., *via* Northern Pacific Railroad.

TUESDAY, June 23. *Sixty-fifth Day*.— Arrive at Spokane Falls 7.00 A. M., when the cars will be placed upon a side track; leave Spokane Falls at 10.00 P. M.

WEDNESDAY, June 24. *Sixty-sixth Day*.— On the Northern Pacific Railroad *en route* eastward through Idaho and Montana; arrive at Helena 3.30 P. M.; leave Helena 8.00 P. M.

NOTE.— Railway time changes at Hope, Id., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian— one hour faster.

THURSDAY, June 25. *Sixty-seventh Day*.— Arrive at Livingston 2.00 A. M.; thence *via* National Park Branch of the Northern Pacific Railroad to Cinnabar, arriving there at an early morning hour; leave Cinnabar by George W. Wakefield's stage line at 10.30 A. M.; arrive at Mammoth Hot Springs Hotel 10.30 A. M.

FRIDAY, June 26. *Sixty-eighth Day*.— Leave Mammoth Hot Springs in George W. Wakefield's stages at 8.00 A. M., for the tour through the park; arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M., passing near the principal geysers in this basin, including the "New Crater," the "Monarch," and later near the Gibbon Falls; arrive at the Lower Geyser Basin Hotel 6.30 P. M.

SATURDAY, June 27. *Sixty-ninth Day*.— Leave Lower Geyser Basin at 8.00 A. M., and visit the "Fountain" Geyser, the "Mammoth Paint Pots," etc.; then continue to the Midway Geyser Basin, which contains the "Excelsior" Geyser ("Hell's Half Acre"), "Turquoise" Spring, and "Prismatic" Lake; arrive at the Upper Geyser Basin Hotel 11.00 A. M. The hotel is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and others of the great geysers.

SUNDAY, June 28. *Seventieth Day*.— At the Upper Geyser Basin.

MONDAY, June 29. *Seventy-first Day*.— Leave Upper Geyser Basin 8.00 A. M., and proceed to Yellowstone Lake *via* Trout Creek route; arrive at Trout Creek 1.00 P. M.; lunch there; leave Trout Creek 2.00 P. M.; arrive at Yellowstone Lake 5.00 P. M.

TUESDAY, June 30. *Seventy-second Day*.— Leave Yellowstone Lake 10.00 A. M.; arrive at Grand Cañon Hotel 1.00 P. M.

WEDNESDAY, July 1. *Seventy-third Day*.— Leave Grand Cañon Hotel 10.30 A. M.; arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M.; arrive at Mammoth Hot Springs Hotel 5.00 P. M.

THURSDAY, July 2. *Seventy-fourth Day*.— Leave Mammoth Hot Springs 2.00 P. M.; arrive at Cinnabar 3.15 P. M.; leave Cinnabar, *via* National Park Branch of the Northern Pacific Railroad, 3.45 P. M.; arrive at Livingston 6.45 P. M.; leave Livingston 8.30 P. M. on Northern Pacific Railroad, main line.

NOTE.— In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary.

FRIDAY, July 3. *Seventy-fifth Day*.— On the Northern Pacific Railroad *en route* through Montana and North Dakota.

NOTE.— Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SATURDAY, July 4. *Seventy-sixth Day*.— On the Northern Pacific Railroad *en route* through North Dakota and Minnesota. Arrive at St. Paul 12.30 P. M.; omnibus transfer to the Hotel Ryan, Eugene Mehl & Son, proprietors; in the afternoon carriage ride, visiting the chief business and residence portions of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis, and affording a view of both cities), Fort Snelling, etc.

SUNDAY, July 5. *Seventy-seventh Day*.— In St. Paul.

MONDAY, July 6. *Seventy-eighth Day*.— Omnibus transfer from the Hotel Ryan to the station of the Minneapolis & St. Louis Railway, and leave St. Paul at 9.55 A. M.; arrive at Minneapolis 10.40 A. M.; omnibus transfer to the West Hotel, John T. West, proprietor; in the afternoon, carriage ride, with visits

to Minnehaha Falls, the chief business and residence sections of the city, the great flouring mills (the largest in the world), the bridge below St. Anthony's Falls, the Exposition Building, the Suspension Bridge, etc.

TUESDAY, July 7. *Seventy-ninth Day*.—In Minneapolis. Omnibus transfer from the West Hotel to the Minneapolis & St. Louis Railway station, and leave Minneapolis, *via* the Albert Lea route, at 7.05 P. M.

WEDNESDAY, July 8. *Eightieth Day*.—Through Iowa and Illinois on Chicago, Rock Island & Pacific Railway (Albert Lea route). Arrive at Blue Island Junction about 1.00 P. M.; transfer to Chicago & Grand Trunk Railway, and thence eastward on that road. Persons desiring to go through to Chicago can do so, the train arriving in that city at 1.40 P. M.

NOTES.—Members of the party who return independently from Chicago eastward will be required to exchange their east-bound passage and sleeping-car coupons at the station ticket offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. Niagara Falls is the only point east of Chicago where "stop-over" privileges are permitted.

Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

THURSDAY, July 9. *Eighty-first Day*.—From Port Huron eastward on the Grand Trunk Railway; arrive at Clifton, Ont., 8.20 A. M., and at Niagara Falls, N. Y., 9.00 A. M.; omnibus transfer to the Cataract House, John E. Devereaux, manager, or the International Hotel, the International Hotel Company, proprietors; leave Niagara Falls, *via* the West Shore route, from the station of the New York Central & Hudson River Railroad, at 4.48 P. M.

FRIDAY, July 10. *Eighty-second Day*.—From Rotterdam Junction eastward *via* Hoosac Tunnel and Fitchburg line; arrive at Athol, Mass., 6.57 A. M.; breakfast at station dining-rooms, W. E. Wood, proprietor; arrive in Boston (Fitchburg Railroad station, Causeway street) 9.50 A. M.

Table of Distances.

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" Rotterdam Junction to Suspension Bridge, West Shore Railroad.....	296
" Suspension Bridge to Port Huron, Mich., Southern Division of the Grand Trunk Railway.....	181
" Port Huron, Mich., to Blue Island Junction, Chicago & Grand Trunk Railway.....	316
" Blue Island Junction to Kansas City, Mo., Chicago, Rock Island & Pacific Railway.....	501
" Kansas City to Pueblo, Col., Atchison, Topeka & Santa Fe Railroad.....	635
" Pueblo to Parkdale and return (102 miles), Pueblo to Denver (120 miles), Denver to Colorado Springs (75 miles), Colorado Springs to Manitou Springs and return (12 miles), and Colorado Springs to Pueblo (45 miles), Denver & Rio Grande Railway.....	354
" Pueblo to La Junta, and thence to Las Vegas, N. M. (279 miles), Las Vegas to Las Vegas Hot Springs and return (12 miles), Las Vegas to Lamy Junction (65 miles), Lamy Junction to Santa Fe and return (36 miles), and Lamy Junction to Albuquerque (68 miles), Atchison, Topeka & Santa Fe Railroad.....	460
" Albuquerque to Barstow, Cal., Atlantic & Pacific Railroad.....	747
" Barstow to San Bernardino (81 miles), San Bernardino to Redlands and return (18 miles), San Bernardino to San Diego (124 miles), San Diego to Riverside (131 miles), and Riverside to The Raymond and Los Angeles (70 miles), Southern California Railroad Company's line....	424
" Los Angeles to Redondo Beach and return, Southern California Railroad Company's line.....	44
" Los Angeles to Santa Barbara (112 miles), and Santa Barbara to San Francisco (529 miles), Southern Pacific Company's Railway.....	641
" San Francisco to San Jose, Southern Pacific Company's Monterey line.....	50
" San Jose to the summit of Mount Hamilton and return, Mount Hamilton Stage Company.....	52
" San Jose to Santa Cruz, Southern Pacific Company's Santa Cruz (narrow-gauge) Division.....	134
" Santa Cruz to Monterey (47 miles), and Monterey to San Francisco (124 miles), Southern Pacific Company's Monterey line.....	171
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" Portland to The Dalles, Or., Union Pacific Railway.....	88
Distances carried forward.....	5,978

Distances brought forward.....	5,978
From The Dalles to Upper Cascades, steamer of the Union Pacific Company's River line.....	45
“ Upper Cascades to Lower Cascades, Portage Railway.....	6
“ Lower Cascades to Portland, steamer of the Union Pacific Company's River line.....	62
“ Portland to Tacoma, Wash., Pacific Division Northern Pacific Railroad	145
“ Tacoma to Sitka and return to Seattle, Pacific Coast Steamship Company's steamer “ Queen ” — Tacoma to Victoria (110 miles), Victoria to Fort Wrangel (680 miles), Fort Wrangel to Juneau (199 miles), Juneau to Douglas Island (3 miles), Douglas Island to Chil- kaht (89 miles), Chilkah to Muir Glacier in Glacier Bay (191 miles), Muir Glacier to Sitka <i>via</i> Icy Strait (147 miles), Sitka to Nanaimo (1,027 miles if route <i>via</i> Juneau and Fort Wrangel is taken, or 745 outside Baranof Island and through Duke of Clarence Strait), Nanaimo to Victoria (78 miles), and Victoria to Seattle <i>via</i> Port Townsend (74 miles), distances given in nautical miles.....	2,598
Add to above for difference between nautical and geographical, or statute miles.....	397
“ Seattle to Tacoma, Northern Pacific Railroad.....	40
“ Tacoma to Livingston, Northern Pacific Railroad.....	904
“ Livingston to Cinnabar, Yellowstone Park Branch of Northern Pacific Railroad	51
“ Cinnabar to Mammoth Hot Springs, stage.....	8
“ Mammoth Hot Springs to Norris Geyser Basin, stage.....	22
“ Norris Geyser Basin to Lower Geyser Basin, stage.....	20
“ Lower Geyser Basin to Upper Geyser Basin, stage.....	11
“ Upper Geyser Basin to Yellowstone Lake, stage	45
“ Yellowstone Lake to Grand Cañon of the Yellowstone, stage.....	18
“ Grand Cañon of the Yellowstone to Mammoth Hot Springs, stage.....	34
“ Mammoth Hot Springs to Cinnabar, stage.....	8
“ Cinnabar to Livingston, Yellowstone Park Branch of Northern Pacific Railroad.....	51
“ Livingston to St. Paul, Northern Pacific Railroad (main line).....	1,007
“ St. Paul to Albert Lea, Minn., Minneapolis & St. Louis Railway.....	120
Distances carried forward.....	11,579

Distances brought forward.....	11,570
From Albert Lea to West Liberty, Ia., Burlington, Cedar Rapids & Northern Railway.....	191
“ West Liberty to Chicago & Grand Trunk Crossing, Blue Island, Ill. (205 miles), or from same point to Chicago (222 miles), Chicago, Rock Island & Pacific Railway (main line).....	222
“ Chicago & Grand Trunk Crossing, Blue Island, to Port Huron, Mich. (316 miles), or from Chicago to same point (335 miles), Chicago & Grand Trunk Railway	335
“ Port Huron to Suspension Bridge, Southern Division of Grand Trunk Railway.....	181
“ Suspension Bridge to Rotterdam Junction, N. Y., West Shore Railroad.....	296
“ Rotterdam Junction to Boston, Fitchburg Railroad.....	212
Total	13,007

It will be observed that none of the incidental carriage drives nor the side trip to the Yosemite valley are included in the above enumeration, only the regular journeys by railway, steamer, and stage being taken into consideration.

In the course of the tour the excursionists will pass through the following States and Territories: *States* — Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, California, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, and Minnesota (18); *Territories* — New Mexico, Arizona, and Alaska (3); and also the Provinces of Ontario and British Columbia (2) in the Dominion of Canada.

The Excursion to the Big Tree Groves and the Yosemite Valley.

It has been deemed advisable to make a visit to the Yosemite valley and the Big Trees a side or supplementary trip, at a slight additional expense, the same as in previous years, rather than to include it in the regular round. This course is taken in

order that every person may exercise his or her own preference in the matter, not only in reference to making the trip, but also in regard to the time to be occupied in connection therewith. Special and very advantageous arrangements have been made for the accommodation of the members of our parties, and the expense of the trip will be comparatively light. The stage transportation will be furnished by the Yosemite Valley Stage & Turnpike Company. No horseback riding is now required to reach either the Yosemite valley or the Mariposa Groves of Big Trees; and the construction of a branch railway from Berenda to Raymond, a distance of twenty-two miles, has materially decreased the stage ride. The distance from Raymond to the Wahwona Hotel, Big Tree Station (formerly known as Clarke's) is only thirty-four miles, and from thence to the valley twenty-six miles.


As it is essential that all arrangements for stage transportation and hotel accommodations shall be made in advance of the arrival of the parties in California, persons desiring to make the trip are requested to purchase their stage tickets for the Yosemite tour when the general excursion tickets are taken, or at least before starting out from Boston. The cost of the ticket, covering railway and stage transportation from Berenda to the Big Trees and Yosemite valley, returning to Berenda, is THIRTY-FIVE DOLLARS. As the trip will be made during some portion of the period allotted to the sojourn at The Arlington or at the Palace Hotel, some of the hotel coupons will remain unused. All such will be redeemed, thus lessening the cost. The sleeping-car ticket (good from Los Angeles to Raymond or San Francisco) will be taken up before Berenda is reached, and cannot be used on a subsequent date. Therefore, Yosemite valley excursionists who desire sleeping-car or drawing-room car places on the return, will be required to pay for the same. Hotel accommodations at Clarke's and in the Yosemite valley, and meals *en route* are also extra. The entire cost of the trip, includ-

ing transportation, board, meals, excursions in and about the valley, etc., after deducting the value of unused hotel coupons in the regular excursion ticket book, will be less than \$50.

As the accommodations to be furnished on certain parts of the route are limited, the party will necessarily be restricted in numbers. Persons desirous of becoming members are earnestly requested to enroll their names at as early a date as possible. Tickets must be taken on or before Wednesday, April 15, five days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.

..... SEASON OF 1891.

EIGHTH ANNUAL TOUR
ACROSS THE CONTINENT

AND THROUGH THE

* PACIFIC NORTHWEST, *

WITH VISITS TO

Colorado, New Mexico, Arizona, California, the Mt. Shasta Region, Oregon, Washington, the Picturesque Columbia River, Puget Sound, British Columbia, Idaho, Montana, North Dakota, Minnesota, and

THE YELLOWSTONE NATIONAL PARK.

A Magnificent Train of Vestibuled Pullman Palace Cars, including
Pullman Palace Dining-Cars.

A GRAND EXCURSION OF 75 DAYS.

THE PARTY TO LEAVE BOSTON MONDAY, APRIL 20, AND TO RETURN FRIDAY, JULY 3, 1891.

Price of Tickets (all Traveling Expenses Included), . \$550.00.

Incidental Excursion to the Yosemite Valley and the Big Tree Groves.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington Street, opposite School Street, Boston, Mass.

* COLORADO, CALIFORNIA, *
THE PACIFIC NORTHWEST,

— AND THE —

Yellowstone National Park.

APRIL 20 TO JULY 3, 1891.

OUR annual spring excursion across the continent and through the wonderfully picturesque regions of the Pacific Northwest, which has been exceedingly popular during the past seven years, will be made fully as attractive as ever. This trip is like the excursion already described, except that the Alaska voyage is omitted. The outward journey through Colorado, New Mexico, and Arizona will possess peculiar interest on account of its many attractive features. The tour through California extends from one end of the Golden State to the other, and could not well be made more comprehensive, including, as it does, its famous picturesque points, its groves and gardens, all its prominent cities, and all its great seashore, health, and pleasure resorts. The journey from California to Oregon is to be made over the magnificent Mount Shasta route, and the round of travel through Oregon, Washington, and the

Puget Sound region will be quite elaborate, so that little that is possible in the way of sight-seeing is left undone. The return trip lies over the entire length of the Northern Pacific Railroad from Portland and Tacoma to St. Paul, inclusive of its picturesque Cascade Division, and a week will be passed in inspecting the matchless wonders of the Yellowstone National Park.

Thus the tour will be made to include Kansas City, the famous Royal Gorge, Denver, Manitou Springs, Las Vegas Hot Springs, Santa Fe, Redlands, San Diego and Coronado Beach, Riverside, Redondo Beach, Los Angeles, Pasadena, Santa Barbara (the Yosemite valley and Big Tree Groves on a side trip if desired), San Francisco, Monterey, Santa Cruz, San Jose, the summit of Mount Hamilton, Sacramento, the Mount Shasta region, Portland, the Columbia River, Multnomah Falls, Dalles City, the Cascades of the Columbia, Tacoma, Seattle, Port Townsend, Victoria, B. C., Spokane Falls, all the places of interest within the Yellowstone National Park, St. Paul, Minneapolis, and the Niagara Falls,—a truly grand list of places to be seen, and indicating a far-reaching round of travel along almost the whole extent of the southern, western, and northern borders of our country. An examination of a map of the United States, with the adjacent British possessions on the Pacific Coast, will give the best idea of the wide extent and comprehensiveness of this grand pleasure trip.

A feature of special attractiveness will be the luxurious accommodations for travel. The journey will be made in a magnificent train of vestibuled Pullman palace cars, with a Pullman palace dining-car included. Our vestibuled Pullman trains are the most elegant ever seen in America—comprising not only magnificently furnished sleeping-cars, but Pullman palace dining-cars, and composite cars containing a bathroom, barber's shop, library, and other novel appointments. The dining-car will be under the supervision of an official from the Commissary Department of the Pullman

Company, and three meals will be served therein daily. The vestibuled train is the latest development of the Pullman palace car, and combines many comforts and luxuries hitherto unattainable in railway traveling. The adoption of a dining-car service across the continent is a feature of special importance to the passenger, whose meals are thus assured at regular hours, in spite of enforced delays or any other untoward circumstance.

The party will be under the charge of competent conductors, who will devote their entire time and attention to the welfare and comfort of the passengers, and who will superintend all business arrangements. Hotel accommodations will be arranged in advance, baggage will at all times be cared for, and in other particulars the members of the party will be relieved of many petty cares and annoyances inseparable from ordinary travel. Thus the traveler will be left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

The route of the excursion will be set forth very briefly, inasmuch as it is the same that has been described in the foregoing pages in connection with the Alaska tour. We would refer the reader to the more detailed description there to be found. There will be no variation in the two itineraries of the outward journey as far as San Francisco, and up to May 22. From that time the two parties will travel separately. The same points, both in California and the Pacific Northwest, will be visited (with the exception of Alaska), but on different dates. The return journey from Tacoma, with the Yellowstone National Park side trip, will be duplicated, the two parties traveling separately, however, over that entire section of the route.

From Boston to the Missouri River.

Leaving Boston by special train over the Fitchburg & Hoosac Tunnel line at 4.00 P. M. Monday, April 20, the party will proceed westward over that line to Rotterdam Junc-

tion, N. Y., and thence *via* the West Shore Railroad to Buffalo and Suspension Bridge. From the latter point the train continues over the Southern Division of the Grand Trunk Railway to Port Huron, Mich., the Chicago & Grand Trunk Railway from Port Huron to Blue Island Junction, Ill., and the Chicago, Rock Island & Pacific Railway from the latter place to Kansas City. The train will reach Kansas City Thursday morning, and after a halt of several hours continue westward.

Kansas.

From this point through Kansas and into Colorado, and later on through New Mexico, we travel over the Atchison, Topeka & Santa Fe Railroad. This portion of the trip will be full of interest. The rich farming region of Eastern Kansas, in early May made especially attractive, will be passed through by daylight. On the succeeding day the travelers will find themselves on the great grazing plains of Western Kansas and Eastern Colorado. After leaving the Missouri River, the route lies for a considerable distance along the Kansas or Kaw River, and later up the valley of the more important stream, the Arkansas River. The State of Kansas is traversed for 486 miles,—from Kansas City to the Colorado line,—far enough to afford the traveler a pretty thorough inspection of this section of the “great plains.”

Colorado and the Rocky Mountains.

At La Junta we diverge from the main line of the Atchison, Topeka & Santa Fe Railroad for a detour amid some of the great scenic wonders of the Rocky Mountains. We proceed first to South Pueblo over a branch of the Santa Fe line, and from thence over the Denver & Rio Grande Railway to several of the grandest scenic points in the mountain section. The famed Royal Gorge, which forms a part of the Arkansas

Cañon, will first claim our attention. At a distance of a little over fifty miles from Pueblo we enter a narrow defile with the river by our side. While the massive walls of rock reach to greater heights as we advance, the cañon becomes more contracted. The scenery is grand and inspiring beyond description. A mountain has apparently been rent in twain, leaving a narrow pathway for the iron horse on the river's brink. The turrets and domes of rock rise in sheer precipices half a mile or more, confronting each other at the top with almost equal nearness. The train will proceed through the gorge and then return, and, continuing on through Pueblo, proceed to Denver.

The forenoon of Saturday, April 25, will be spent in that pretty city, with a carriage ride as an aid to sight-seeing in the city and its neighborhood. Leaving Denver in the afternoon, we shall proceed to Manitou Springs, arriving there by 4.00 P. M. This delightful resort, which is situated near the base of Pike's Peak and but a short distance from the famed Garden of the Gods, will be made our halting-place over Sunday, the visitors making their headquarters at the Barker and Cliff Houses. Going on board our train Sunday evening, we shall leave Manitou Springs in the night, and journey southward into New Mexico.

New Mexico.

We cross the boundary line between Colorado and the Territory of New Mexico at the summit of the Raton Mountains, and traverse the latter for nearly 500 miles before reaching the borders of Arizona. We first visit the popular health resort of Las Vegas Hot Springs, six miles from the city of Las Vegas. From this place we cross the mountains, and visit the quaint old capital of the Territory,—Santa Fe,—a city which to-day is more Mexican than American. On leaving Santa Fe, we return to the main line of the Atchison, Topeka & Santa Fe Railroad, and, descending the

Rio Grande valley through a number of Mexican and native towns, reach Albuquerque, from which we turn westward towards Arizona and California.

Arizona.

Our passage through this great Territory will be rendered interesting, as we are to cross the Cañon Diablo, and journey near the lofty San Francisco Mountains, the loftiest in all Arizona. Other picturesque peaks are also seen, and the distant boundaries of the Grand Cañon of the Colorado, which at one point is only twenty-three miles away, may likewise be discerned. Many pre-historic remains are found at no great distance from the road, but as yet there are scanty means of reaching them, and little of them is seen from the car windows.

Southern California.

We cross the Colorado River at the Needles, and enter upon a desert plain. The river is here a wide stream, having escaped from the narrow confines of the mountains. The town takes its name from a group of sharp peaks in the north. It is not until we cross the mountain barrier of the San Bernardino range, and, descending from the Cajon Pass, approach the richly cultivated valley which lies at its base, that we reach the paradise of California, although the application of water on the desert section has made oases here, and there. It is a transition from desolation to plenty—from a sandy waste to blooming orchards and gardens—from the skeleton-like yucca palm to the vine and the orange. As we reach the southern slopes we see a teeming valley, dotted with cities and towns, intermingling with green patches of orange groves and vineyards, stretching to the right and left. We first turn to the left, and visit the young and growing town of Redlands. To reach this place we diverge from the main line of the Southern California Railroad (another link in the Sante Fe system which

extends from Barstow to San Diego and Los Angeles) at San Bernardino. Redlands is one of the centres of the orange culture.

On leaving Redlands, we proceed to San Diego *via* San Bernardino, reaching there Friday morning, May 1. The magnificent Hotel del Coronado, which is on Coronado Beach, on the opposite side of San Diego Bay, will be our abiding-place from that time until Monday morning. This is one of the largest and best appointed hotels in the country.

From San Diego we proceed northward, first visiting the charming town of Riverside, and then continuing our journey by rail to Redondo Beach *via* Los Angeles. Redondo Beach is a new and delightful seashore resort twenty-three miles from Los Angeles. Tuesday will be passed at this place, and we leave the pleasant hotel for new fields of exploration Wednesday morning.

Proceeding first to Los Angeles, we at once take the railway line to the neighboring city of Pasadena, where we pass nearly the whole day. Carriages will be in waiting to convey the party to all the points of interest in and about that beautiful place,—to the hill on the summit of which The Raymond stands, and from which there is a magnificent view, and through the principal streets and avenues. The Raymond will be closed for the season previous to our visit, and we shall take lunch at the Hotel Arcadia, Lamanda Park.

Los Angeles, the metropolis of Southern California, will next claim our attention. During our stay in that city, we shall make our headquarters at The Nadeau and The Westminster.

Leaving Los Angeles Friday, May 8, we proceed to Santa Barbara, 112 miles distant. Considerable time is assigned to this famous place of resort, as the parties for the Yosemite valley will be made up here. Instead of going in one large body, those

who intend to visit the Yosemite valley will take their departure in small bodies on different days. This will be to the advantage of all. The dates of departure of the several detachments will be arranged as far as possible to meet individual wishes. There will be ample time to see both Santa Barbara and the celebrated valley without hurry or unnecessary fatigue. There will be a carriage ride at Santa Barbara.

San Francisco.

After a thorough inspection of Southern California, the party will visit San Francisco, making its headquarters at the famous Palace Hotel. This is one of the most interesting cities in America, and it has progressed very rapidly in every way during the past few years. It occupies a delightful situation upon the shores of a large bay which forms one of the finest harbors in the world. Its business streets and residence sections contain long lines of elegant and costly buildings. Some of the dwellings are veritable palaces. The Palace Hotel is one of the largest and most elegant hostelries in either Europe or America. The Chinese quarter forms a distinct feature in this cosmopolitan town, and the well-filled shops of the almond-eyed merchants are always a source of attraction to the eastern visitor. The stranger can step off some of the chief business thoroughfares into a populous corner of China, which presents scenes entirely foreign to American eyes. There are restaurants, playhouses, and all the concomitant elements of a Mongolian community. The cable cars of San Francisco afford cheap and quick transit to all parts of the city, and all the chief lines pass the Palace Hotel. The visitors will also have the aid of a carriage ride to see the sights of the city and its environs, foremost among which should be mentioned Golden Gate Park and the Cliff House.

For a more detailed account of San Francisco, we would refer the reader to the description of the Alaska tour.

Monterey and the Hotel del Monte.

Up to the thirty-third day of the tour (Friday, May 22) the itineraries of this excursion and the one previously described are identical. From this time forward they differ to some extent, the parties being divided, not only for their movements north of San Francisco, but also for the visits to Monterey, Santa Cruz, and San Jose. Both parties will leave San Francisco Friday morning; but, while the Alaska division stops at San Jose, the other will continue on through San Jose, Hillsdale, Gilroy, Pajaro, and Castroville to Monterey and the famous Hotel del Monte. Four days are assigned to this charming resort, and the visit will be made at a most delightful season. The Hotel del Monte is commodious and magnificently appointed, while its surroundings of lawn, garden, grove, and park are scrupulously cared for. The hotel grounds comprise 126 acres, and the whole area is made accessible by driveways and foot-paths. The beach, with its extensive bathing-establishment, is a short distance away, and the town is beyond the beach. Stretching down the picturesque coast and returning through the town is the celebrated "eighteen-mile drive." Money has been lavished upon the Hotel del Monte and its surroundings, and nothing has been neglected that could contribute to their beauty or attractiveness.

Santa Cruz, San Jose, and Mount Hamilton.

After the sojourn at the Hotel del Monte, a visit will be paid to Santa Cruz, a popular seashore resort at the opposite extremity of the bay, forty-seven miles distant. Santa Cruz has no palatial establishment like the Hotel del Monte, but it possesses a number of small and exceedingly well-kept houses, which will be made the headquarters of the party. The beach, the picturesque cliffs, the cañon drive leading to the "Big Trees," and the town itself offer many attractions to the visitor. Wednes-

day and Thursday will be passed here, and there will be a carriage ride to some of the leading points of interest.

Leaving Santa Cruz by the narrow-gauge railway Friday afternoon, there will be a short but exceedingly picturesque ride through the "Big Tree" grove, over the mountains, and to San Jose. In that city the new and popular Hotel Vendome will be made the sojourning-place of the party until Monday morning. On Saturday, however, there will be an excursion by stage to the summit of Mount Hamilton, where the Lick Observatory is situated. It is in this institution that the largest telescope in the world is seen. The stage ride is one of the most delightful experiences of the kind that can be enjoyed anywhere in America. The road crosses the rich and beautiful valley, and then winds up the mountain slopes at an easy and uniform grade. The views are magnificent at every turn, the fruitful Santa Clara valley being spread out almost beneath the traveler's feet. The observatory is made accessible to the public at certain hours, through the expressed wishes of its founder, who bequeathed nearly \$1,000,000 for its erection and uses.

San Jose is a beautiful city and a great centre of the fruit culture. Its streets are wide and well shaded, and several of its public buildings are really imposing. The Hotel Vendome occupies a square of a dozen acres in one of the handsomest sections of the city.

Northward from San Francisco.

Our second sojourn in San Francisco will be shorter than the first, but will continue from Monday until Wednesday. On the last named day, Wednesday, June 3, the party will be transferred to the Oakland ferry, and, crossing to Oakland Pier, there take a Pullman train for Portland, Or. The route will be first to Sacramento, the capital of

California, and thence northward by the Mount Shasta line. The ride takes the traveler up the entire length of the great Sacramento valley. Thursday morning finds the train approaching the mountains and the picturesque reaches of the upper valley of the Sacramento. For more than half the day the massive form of glorious Mount Shasta rivets the attention as the railway winds its way around three sides of its snow-clad slopes. There are many fine views of this noble peak to be had along the way. Then the road crosses the Siskiyou range and enters Oregon. In descending the mountains on the Oregon side, another series of grand outlooks is had, although the prospect is of a different kind, the fruitful Rogue River valley taking the place of the far-reaching plain which had Mount Shasta as its most prominent object.

The Columbia River.

Portland will be reached Friday forenoon, and the party will at once depart for Dalles City, by the Union Pacific Railway line. There will be a visit to the beautiful Falls of Multnomah, and the night will be passed in the cars at Dalles City. The following day will be devoted to the steamer trip down the Columbia River and back up the Willamette River to Portland. This is one of the most picturesque river voyages in the world. The scenery both above and below the cascades is grand and often sublime, the river breaking through the Cascade range, which is left on either side in towering heights. Numerous waterfalls are seen on the steep banks, some of which seem to hang suspended above the river, one or two thousand feet from its surface.

Portland.

Reaching Portland Saturday evening, the party will proceed to the magnificent new hotel, The Portland, which will be made a place of sojourn until Tuesday evening.

Portland is a handsome city, which has many attractions for the stranger, not the least of which is one of the finest hotels in the country. A carriage ride about the city will serve to show the beauty of the residence section, the handsome city park, and the noble outlook therefrom upon the river and the mountains, two of which — Mount Hood and Mount St. Helen's — are especially prominent. Portland has its "Chinatown" like San Francisco, although the Mongolians are not quite as numerous as in the city by the Golden Gate. There are many little trips that can be taken in the vicinity of Portland.

Puget Sound and the Adjacent Cities.

Between five and six days will be passed upon Puget Sound and in the interesting cities lying upon its shores. On our arrival at Tacoma Wednesday morning, June 10, we shall at once go on board one of the steamers lying at the wharf, and proceed to Victoria. The inspection of both Seattle and Tacoma will be left until our return. It may be deemed advisable, however, to divide the party, so as to visit the several Puget Sound cities in two sections. A day and two nights will be passed at Victoria, and there will be a carriage ride to its chief points of interest, including Esquimalt, the British naval station, and the romantic Gorge. Victoria is a pretty city, beautifully situated at the southern end of Vancouver's Island, and is the capital of the Province of British Columbia. The Driard and The Clarence will be made our headquarters during our stay.

Returning across Puget Sound from Victoria, we shall first visit Port Townsend, which lies opposite the British Columbian capital, on the American side of the Strait of Juan de Fuca. This place, like the other Puget Sound cities, is growing very fast. Public improvements of an extraordinary character have converted Port Townsend

into one of the important centres of business and manufacturing interests, as well as of commerce. It is the only port of entry for Puget Sound; and the shipping of Seattle and Tacoma, no less than its own, must pay tribute here. A costly and elegant Custom House, a fine Court House, and other buildings have lately been erected, or are in process of being built. A railway is being constructed southward, and two electric-car lines run within the city.

In Seattle we shall make our headquarters at The Rainier. This city was almost wholly destroyed by fire June 6, 1889, but it has been rebuilt in a more substantial way than ever, and to-day presents a very handsome appearance. Situated upon a series of hills which front on a deep arm of the sound, and extend back to a broad, fresh water lake, it has unusual advantages for business development and for adornment. In both directions the new Seattle has made rapid progress. The lower section of the city—the streets adjacent to the sound—are naturally given up to traffic; while long lines of handsome residences, with schools, churches, and other edifices, cover the heights. Business has to some extent overflowed the lower thoroughfares, and here and there is found advancing up the hills. Electric and cable cars form a ready means of transit from one part of the city to another. The shores of Lake Washington, only three miles away, are much resorted to by the inhabitants. Numerous steamer lines and railway lines centre here, and the business streets and wharves always present a busy aspect. There is a magnificent outlook upon the mountains from Seattle.

Tacoma, situated at the head of Puget Sound, on the shores of Commencement Bay and at the mouth of the Puyallup River, is another stirring city, which exhibits the same signs of wealth and progress seen at Seattle. There is friendly rivalry between the two cities, which are only twenty-five miles distant from each other by water, or

forty by rail; but the stranger cannot fail to find much to admire in both. Tacoma owes much of its embellishment to the Northern Pacific Railroad Company, the Tacoma Land Company, and especially to the liberality of Mr. Charles B. Wright, of Philadelphia. The Anna Wright Seminary, an Episcopal school of a high class, named for a daughter, and St. Luke's Memorial Church, containing memorials of both his wife and daughter, owe their existence to Mr. Wright's munificence; and Washington College was also founded largely through his generous donations.

We shall stay at The Rainier, in Seattle, and at The Tacoma, in Tacoma. New hotels of much larger size are being built in both cities.

Eastern Washington.

Leaving Tacoma and Seattle Monday, June 15, the party will turn eastward, first journeying across the Cascade Mountains and through Eastern Washington, over the picturesque Northern Pacific Railroad. This line ascends the valley of the Puyallup, and, crossing to the Green River, makes its way to the Stampede Pass, where it pierces the mountains by means of a tunnel nearly 10,000 feet in length. Emerging on the eastern face of the mountains, it descends to the Yakima River, which stream is followed down to its confluence with the Columbia. There are many fine views of the snow-clad peak of Tacoma to be enjoyed during the early part of the ride. After crossing the Columbia on a substantial bridge, near Pasco, we continue through Eastern Washington a distance of 165 miles farther in a slightly altered course, the railway bending northward in order to round Lake Pend d'Oreille and the Cœur d'Alene hills. This brings us through Ritzville, Sprague, Cheney, and Spokane Falls. We shall halt at the latter place from morning until night, to enable the party to inspect another marvelous evidence of the recent growth of the new State. Spokane Falls,

like Seattle, suffered great loss by fire in 1889, but a new city has arisen from its ashes far more substantial and beautiful than the old. The advance of the place within a few months seemed almost incredible. Spokane Falls is destined to be one of the great manufacturing and business centres of the West. It is already an important railway centre.

Idaho and Montana.

We enter Idaho nineteen miles west of Spokane Falls, and traverse the northern part of the young State only seventy-eight miles, rounding Lake Pend d'Oreille, and then ascending Clark's Fork to the mountains. The lake is in fact a widening of the river.

Passing out of Idaho near Clark's Fork station, we enter the great State of Montana, and traverse a large part of its western area before approaching the Yellowstone National Park. The continental divide will be crossed a short distance west of Helena Wednesday afternoon, and the train will then descend the east slopes to Montana's bustling young capital, where several hours will be passed. On both sides of the mountains there have been extensive mining operations, and in certain places the gold production is still very large. We shall reach Livingston in the night, and proceed from thence up the National Park Branch of the Northern Pacific Railroad to Cinnabar.

The Tour Through the Yellowstone National Park.

We shall reach the park Thursday, June 18, and pass an entire week in inspecting its marvels. The same grand round will be taken that is described in connection with the Alaska tour. This is much more extended than tourists generally take, since it includes a visit to the picturesque Yellowstone Lake and a longer sojourn at the

leading points of interest than is usually taken. The Mammoth Hot Springs will first be visited, and there will be ample time to inspect the springs and terrace formations, all of which are at no great distance from the hotel.

Friday morning the party will enter upon its stage journey through the park. Transportation will be furnished in Mr. George W. Wakefield's commodious and comfortable vehicles, and the various rides from place to place will be found a source of enjoyment aside from the wonders they disclose. The forenoon's jaunt takes the visitor up through the romantic "Golden Gate," out past the "Obsidian Cliffs," and to the Norris Geyser Basin. It is here that the first geysers are seen. These are situated for the most part near the roadway, about a mile south of the hotel. The chief of the group is the "Monarch," and another is the "New Crater." The latter appears to be spasmodic in its action. It broke out with great force last year, but has not since made regular displays. From Norris Geyser Basin we journey southward to the Lower Geyser Basin, passing through the picturesque Gibbon Cañon, and near the beautiful Gibbon Falls, on the way.

The main attractions in the Lower Geyser Basin are the "Fountain" Geyser, and the "Mammoth Paint Pots," which are only a short distance from the "Fountain." There are other geysers and springs in the neighborhood, which will eventually be made accessible.

Midway between the Lower and Upper Basins are the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all veritable marvels in their way. The "Excelsior" is the largest known geyser in the world.

The Upper Geyser Basin contains all the great geysers except the ones we have named and one or two others, and is therefore the chief centre of attraction, so far as these things are concerned. The great fountains are scattered through the basin, the

"Fan," "Mortar," and "Riverside" being at one extremity and "Old Faithful" at the other. The latter is quite near the hotel, and its hourly displays may be watched without leaving the veranda. The "Grotto," "Splendid," "Giant," and "Oblong" are near the northern end of the basin, all except the "Splendid" being quite near the road. The "Castle" is also beside the road and nearer the hotel, and the "Bee Hive," "Giantess," and the "Lion" group are on the east bank of the Fire-hole River, opposite the hotel. The "Grand" is half a mile below, on the same side. There are great numbers of beautiful pools and springs scattered over the whole area of the basin, and along the valley below it as far as the Midway Basin, which in reality forms only a southern extension of the Lower Basin. The "Lone Star" Geyser, remarkable chiefly on account of its large and handsome cone, is about four miles distant from the hotel, and Kepler's Cascades are a mile and a half nearer.

After our visit to the Upper Basin we shall proceed *via* "Mary's Mountain" and Trout Creek to Yellowstone Lake. This stage of our journey takes us over a high mountain range, through the wide and picturesque expanse known as Hayden valley, and thence along the bank of the Yellowstone River to the outlet of the lake, where a large hotel has been erected. On this part of the ride a large and powerful mud geyser is seen.

Yellowstone Lake lies at an elevation of 7,741 feet, with high mountains upon one side and an exquisitely beautiful shore line. Some of the mountain peaks are between 3,000 and 4,000 feet above the lake, and the outlook across its fair expanse brings to the mind of the beholder the views across the Swiss and Italian lakes.

The Yellowstone Falls and Cañon will next claim our attention. The cañon is the culminating glory of this wonderland. The river here flows in a deep channel bordered by high walls of many hues. The visitor may in places look down into

an abyss 1,000 feet or more deep, whose walls are masses of brilliant color; while an emerald stream, here and there flashing into silver, flows at the bottom. Into this great chasm pour all the floods of the Yellowstone in a gigantic leap. Half a mile above are seen the rising mists of another great fall. The cañon is a constant revelation of wondrous beauty, as one wanders from one point of view to another along its border.

From this place we return by a direct route to Norris Geyser Basin, passing the exquisite Virginia Cascades on the way, and from thence continue on to Mammoth Hot Springs, thus terminating our park journey, with the exception of the farther stage ride on the morrow, from that point to Cinnabar, where our special train will be found in waiting.

Eastward from the Yellowstone National Park.

We shall leave the Yellowstone National Park Thursday, June 25, and, returning on our train to Livingston, there resume our journey over the main line of the Northern Pacific Railroad. We first journey down the Yellowstone valley, passing through the eastern part of Montana, through Big Timber, Billings, Custer, Forsythe, Miles City, and Glendive. Leaving the Yellowstone at the latter point and crossing to the Little Missouri River, we meanwhile enter North Dakota, and pass through the famous "Bad Lands," which present many strange pictures to the railway traveler. Our course takes us through the whole length of North Dakota, the fourth of the line of new commonwealths we traverse on our way from the Pacific Coast to the Mississippi. The great wheat belt lies along our path, and a number of the chief towns and cities are passed through, including Dickinson, Mandan, Bismarck, Jamestown, Valley City, Tower City, Wheatland, Casselton, Mapleton, and Fargo. We cross the Little

Missouri at Medora, the Missouri itself between Mandan and Bismarck, the James River at Jamestown, the Cheyenne at Valley City, and the Red River—the dividing line between North Dakota and Minnesota—between Fargo and Moorhead.

Our ten hours' ride through Minnesota will bring into view a charming part of that fruitful and prosperous State. Many of the pretty little lakes for which Minnesota is famed, lie scattered along the line of the Northern Pacific. The principal towns are Moorhead, Glyndon, Detroit, Wadena, Verndale, Staples, Little Falls, Sauk Rapids, St. Cloud, and Anoka.

St. Paul and Minneapolis.

We shall visit the two great sister cities of Minnesota—St. Paul and Minneapolis—in the order named, and a carriage ride will aid in each instance to give the stranger a comprehensive idea of the many interesting features to be seen. These two cities have grown up side by side, with an aggregate population of nearly 300,000—an increase of over 200,000 in ten years. Minneapolis has advanced from the thirty-eighth to the nineteenth place in the list of the most populous American cities, and St. Paul from the forty-fifth to the twenty-third. Many large and handsome edifices have lately been erected in both cities, and the residence sections have also been greatly beautified. Fort Snelling is best reached from St. Paul, and Minnehaha Falls from Minneapolis.

Niagara Falls.

We shall leave Minneapolis by the Albert Lea route, and journey through Southern Minnesota, Iowa, and Illinois; and, changing to the Chicago & Grand Trunk route at Blue Island Junction, continue through Indiana and Michigan. Persons desirous of

visiting Chicago and of remaining over at that point, can do so, the tickets being good to and from that city, as well as to and from Blue Island Junction.

From Port Huron, Mich., we proceed eastward over the Southern division of the Grand Trunk Railway, and reach Niagara Falls, N. Y., Thursday morning, July 2. The greater part of the day will be passed here, and there will be ample time to visit all the points of interest in the vicinity of the great cataract. We shall make our headquarters at either the Cataract House or the International Hotel. Both establishments are near the falls.

Leaving Niagara Falls Thursday afternoon, we shall proceed eastward over the West Shore and Fitchburg Railroads, reaching Boston Friday morning, July 3.

Price of Tickets.

The price of tickets for the excursion, as described in the foregoing pages, will be FIVE HUNDRED AND FIFTY DOLLARS. This sum will cover first-class travel over all railway and steamer routes going and returning, with double berths in Pullman sleeping-cars; all stage rides to and throughout the Yellowstone National Park; hotel accommodations according to the itinerary, for the period of the regular tour (seventy-five days), with sojourns at Manitou Springs, Coronado Beach (San Diego), Redondo Beach, Los Angeles, Santa Barbara, San Francisco, Monterey, Santa Cruz, San Jose, Portland, Seattle, Tacoma, the Yellowstone National Park (at Mammoth Hot Springs, Lower Geyser Basin, Upper Geyser Basin, Yellowstone Lake, and Yellowstone Grand Cañon), St. Paul, Minneapolis, etc; meals in dining-cars, at hotels, dining-stations, or on steamers *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever the same may be needed (San Diego, Los Angeles, Santa Barbara, San Francisco, Monterey, Santa Cruz, San Jose, Portland, Victoria, Seattle, Tacoma,

St. Paul, and Minneapolis); special carriage rides in Denver, Pasadena, Santa Barbara, San Francisco, Portland, Victoria, St. Paul, and Minneapolis; all expenses for transportation, transfer and care of baggage (to the extent of 150 pounds for each person, all excess of that amount to be liable to excess charges at regular transportation rates), and the services of the conductors,—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston back to Boston.

Price for children between the ages of five and twelve years, FOUR HUNDRED AND SIXTY-FIVE DOLLARS. This includes a separate sleeping-berth throughout the entire journey, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be FOUR HUNDRED AND TEN DOLLARS.

Price of tickets for the Yosemite valley trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. See pages in connection with Alaska tour.

EXTRA SLEEPING-CAR ACCOMMODATIONS.—Members of the excursion party who desire extra sleeping-car accommodations can secure the same at regular through rates, notwithstanding the frequent halts made during the journey.

The cost of an extra double berth (giving an entire section to one person), for the journey between Boston and San Bernardino or San Diego, is \$25. Drawing-room for one occupant, \$67; for two occupants, \$42—\$21 for each passenger; for three occupants, entire extra charge, \$17.

The charges for extra sleeping-car accommodations between Los Angeles (or Santa Barbara) and San Francisco are as follows: Extra double berth, \$2.50; drawing-room for one occupant, \$6.50; drawing-room for two occupants, \$4, or \$2 each; drawing-room for three occupants, entire extra charge, \$1.50.

The cost of an extra double berth from San Francisco to Tacoma is \$9; drawing-

room for one occupant, \$23; drawing-room for two occupants, \$14—\$7 for each passenger; drawing-room for three occupants, entire extra charge, \$5. The side trip from Portland to Dalles City, with sleeping-car accommodations for one night, is included in these rates.

For an extra double berth from Tacoma to Boston, \$21; drawing-room for one occupant, \$58; drawing-room for two occupants, \$37—\$18.50 for each passenger; drawing-room for three occupants, entire extra charge, \$16.

ITINERARY.

MONDAY, April 20. *First Day.*—Leave Boston from the Fitchburg Railroad station, Causeway street, at 4.00 P. M., and proceed westward by the Hoosac Tunnel line. The transcontinental journey will be made in a special train of elegant vestibuled Pullman palace cars, inclusive of palace dining-car. On arrival at the station members of the party should check their baggage to Manitou Springs, Col. The checks will be taken up by the baggage master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passenger.

TUESDAY, April 21. *Second Day.*—From Rotterdam Junction westward *via* West Shore Railroad; arrive at Buffalo 9.30 A. M. and Suspension Bridge at 11.00 A. M.; from Suspension Bridge westward *via* Grand Trunk Railway; from Port Huron westward on Chicago & Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron, Mich., from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

WEDNESDAY, April 22. *Third Day.*—From Blue Island Junction westward *via* Chicago, Rock Island & Pacific Railway.

THURSDAY, April 23. *Fourth Day.*— Arrive at Kansas City at 6.00 A. M.; leave Kansas City at 11.30 A. M., *via* Atchison, Topeka & Santa Fe Railroad, and proceed westward through Kansas.

NOTE.— Railway time changes at Dodge City, Kan., from Central standard, or 90th meridian, to Mountain standard, or 105th meridian — one hour slower.

FRIDAY, April 24. *Fifth Day.*— Arrive at Pueblo 10.00 A. M.; leave Pueblo 12.00 M., *via* the Denver & Rio Grande Railway, for a visit to the famous Royal Gorge; the trip through the Royal Gorge will be made in observation cars; return to Pueblo, and thence proceed over Denver & Rio Grande Railway to Denver.

SATURDAY, April 25. *Sixth Day.*— Arrive at Denver 4.00 A. M., the passengers remaining on the cars until morning; carriage ride during the forenoon, visiting the chief places of interest in and about the city; leave Denver at 1.00 P. M. *via* the Denver & Rio Grande Railway; arrive at Manitou Springs 4.00 P. M.; omnibus transfer to the Barker House, C. W. Barker, proprietor, and the Cliff House, E. E. Nichols, proprietor. Both hotels are situated in proximity to the principal springs and the large bathing-establishment.

SUNDAY, April 26. *Seventh Day.*— At Manitou Springs. Omnibus transfer from the hotels to the cars at 9.00 P. M.

MONDAY, April 27. *Eighth Day.*— Leave Manitou Springs, *via* Denver & Rio Grande Railway, at 1.00 A. M.; from Pueblo southward *via* Atchison, Topeka & Santa Fe Railroad; arrive at Las Vegas, N. M., 11.30 A. M., and thence by Hot Springs Branch to Las Vegas Hot Springs, arriving there at 12.00 M.; leave Las Vegas Hot Springs 3.00 P. M. and Las Vegas 3.30 P. M.; cross the Glorieta Pass by daylight, and proceed from Lamy Junction to Santa Fe by branch line; arrive at Santa Fe 10.00 P. M., the passengers remaining on the cars.

TUESDAY, April 28. *Ninth Day.*— At Santa Fe. Leave Santa Fe, *via* Atchison, Topeka & Santa Fe Railroad, at 12.00 M.; arrive at Albuquerque 4.00 P. M.; leave Albuquerque, *via* the Atlantic & Pacific Railroad (Atchison, Topeka & Santa Fe system), at 5.00 P. M.

WEDNESDAY, April 29. *Tenth Day.*— *En route* through Arizona on the Atlantic & Pacific Railroad.

THURSDAY, April 30. *Eleventh Day*.—Arrive at Barstow, Cal., 5.00 A. M.; thence south *via* the Southern California Railway (Atchison, Topeka & Santa Fe system); arrive at San Bernardino 11.00 A. M.; from San Bernardino, *via* the Valley Division of the Southern California Railway, to Redlands, arriving there at 12.00 M.; leave Redlands at 8.00 P. M.; from San Bernardino south *via* Southern California Railway.

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian—one hour slower.

FRIDAY, May 1. *Twelfth Day*.—Arrive at San Diego 6.00 A. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, Jr., manager.

SATURDAY, May 2. *Thirteenth Day*.—At the Hotel del Coronado, Coronado Beach.

SUNDAY, May 3. *Fourteenth Day*.—At the Hotel del Coronado, Coronado Beach.

MONDAY, May 4. *Fifteenth Day*.—Omnibus transfer from the Hotel del Coronado to the station of the Southern California Railway, and leave San Diego by said line at 7.30 A. M.; arrive at Riverside 12.37; leave Riverside at 4.00 P. M. *via* Southern California Railway; arrive at Los Angeles 7.00 P. M.; leave at once *via* La Ballona Division, and arrive at Redondo Beach at 8.00 P. M.; to the Redondo Beach Hotel, Colonel E. W. Root, manager.

TUESDAY, May 5. *Sixteenth Day*.—At Redondo Beach.

WEDNESDAY, May 6. *Seventeenth Day*.—Leave Redondo Beach at 7.35 A. M. *via* La Ballona Division of Southern California Railway; arrive at Los Angeles 8.30 A. M.; leave Los Angeles at once, and arrive at Pasadena 9.00 A. M.; carriage ride, visiting the most picturesque sections of Pasadena, including The Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.; lunch at the Hotel Arcadia, Lamanda Park; leave Pasadena at 5.55 P. M.; arrive at Los Angeles 6.30 P. M.; omnibus transfer from the Southern California Railway station to The Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager, and The Nadeau, Bonsall & Schreiber, proprietors.

THURSDAY, May 7. *Eighteenth Day*.—In Los Angeles.

FRIDAY, May 8. *Nineteenth Day*.—In Los Angeles. Omnibus transfer from the hotels to the Southern Pacific Company's Arcade station, and at 12.45 P. M. leave Los Angeles; arrive at Santa Barbara 6.00 P. M.; omnibus transfer to The Arlington, C. C. Wheeler, manager.

SATURDAY, May 9. *Twentieth Day*.— In Santa Barbara. Carriage ride, with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.— The carriage ride may be taken on any of the days during the stay here.

SUNDAY, May 10. *Twenty-first Day*.— In Santa Barbara.

MONDAY, May 11. *Twenty-second Day*.— In Santa Barbara.

TUESDAY, May 12. *Twenty-third Day*.— In Santa Barbara.

WEDNESDAY, May 13. *Twenty-fourth Day*.— In Santa Barbara.

THURSDAY, May 14. *Twenty-fifth Day*.— In Santa Barbara.

FRIDAY, May 15. *Twenty-sixth Day*.— In Santa Barbara. Omnibus transfer to the Southern Pacific Company's station, and leave Santa Barbara at 9.45 A. M.; dinner at the station dining-rooms, Saugus; supper at station dining-room, Mojave.

NOTE.— The parties for the Yosemite valley will be made up during the stay at Santa Barbara, to leave on different days.

SATURDAY, May 16. *Twenty-seventh Day*.— On the Southern Pacific Company's line *en route* northward; breakfast at the station dining-room, Lathrop; arrive at Oakland Pier 9.50 A. M., and in San Francisco by ferry 10.15 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to the Palace Hotel, S. F. Thorn, manager.

NOTE.— The Yosemite valley passengers will reach Berenda (on this and preceding dates) at 3.05 A. M., and Raymond (by branch railway line from Berenda) at 6.15 A. M. The stage journey begins at Raymond. Through sleeping-cars will be run from Santa Barbara to Raymond, for the accommodation of the members of the party.

SUNDAY, May 17. *Twenty-eighth Day*.— In San Francisco.

MONDAY, May 18. *Twenty-ninth Day*.— In San Francisco. The members of the party will have a carriage ride while in San Francisco, the route being to Golden Gate Park, and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance. This ride may be taken on any day of the stay in San Francisco.

TUESDAY, May 19. *Thirtieth Day*.— In San Francisco.

WEDNESDAY, May 20. *Thirty-first Day*.—In San Francisco.

THURSDAY, May 21. *Thirty-second Day*.—In San Francisco.

FRIDAY, May 22. *Thirty-third Day*.—Transfer from the Palace Hotel to the station of the Southern Pacific Company's Monterey line, corner of Third and Townsend streets, in the coaches of the United Carriage Company, and leave San Francisco at 8.30 A. M.; arrive at Hotel del Monte station, Monterey, 1.05 P. M.; carriage transfer to the Hotel del Monte, Georg Schönewald, manager.

SATURDAY, May 23. *Thirty-fourth Day*.—At the Hotel del Monte, Monterey.

SUNDAY, May 24. *Thirty-fifth Day*.—At the Hotel del Monte, Monterey.

MONDAY, May 25. *Thirty-sixth Day*.—At the Hotel del Monte, Monterey.

TUESDAY, May 26. *Thirty-seventh Day*.—At the Hotel del Monte, Monterey. Carriage transfer from the hotel to the station, and leave Monterey at 1.49 P. M.; arrive at Santa Cruz 4.11 P. M.; omnibus transfer to the Pacific Ocean House, W. J. McCollum, proprietor, the Pope House, F. A. Macartney, proprietor, and the Sea Beach Hotel, J. T. Sullivan, proprietor.

WEDNESDAY, May 27. *Thirty-eighth Day*.—At Santa Cruz. Carriage ride, visiting the beach, cliff, etc.

THURSDAY, May 28. *Thirty-ninth Day*.—In Santa Cruz.

FRIDAY, May 29. *Fortieth Day*.—In Santa Cruz. Omnibus transfer from the hotels to the station of the Southern Pacific Company's Santa Cruz (narrow gauge) line, and leave Santa Cruz at 2.20 P. M.; visit the Big Trees, near Santa Cruz; arrive at San Jose 4.15 P. M.; omnibus transfer to the Hotel Vendome.

SATURDAY, May 30. *Forty-first Day*.—In San Jose. Stage excursion to the Lick Observatory, on the summit of Mount Hamilton, leaving the Hotel Vendome in the morning and returning in the afternoon.

SUNDAY, May 31. *Forty-second Day*.—In San Jose.

MONDAY, June 1. *Forty-third Day*.—In San Jose. Omnibus transfer from the hotel to the station of the Southern Pacific Company's broad-gauge line, and leave San Jose at 4.37 P. M.; arrive in San Francisco 6.30 P. M.; transfer from the station to the Palace Hotel in the coaches of the United Carriage Company.

TUESDAY, June 2. *Forty-fourth Day*.—In San Francisco.

WEDNESDAY, June 3. *Forty-fifth Day*.—In San Francisco. Transfer from the Palace Hotel to the Market street ferry in the coaches of the United Carriage Company, and leave San Francisco by ferry at 3.30 P. M.; leave Oakland Pier in Pullman palace cars, *via* Southern Pacific Company's line, at 4.00 P. M.; arrive at Sacramento 7.30 P. M.

THURSDAY, June 4. *Forty-sixth Day*.—Leave Sacramento at 12.50 A. M.; during the day on the Southern Pacific Company's Oregon line *en route* through the Upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down through the valleys of the Rogue and Umpqua Rivers.

FRIDAY, June 5. *Forty-seventh Day*.—On the Southern Pacific Company's Oregon line *en route* through the valley of the Willamette; arrive at Portland 9.35 A. M.; leave Portland 10.30 A. M. *via* Union Pacific Railway; the train will halt at Multnomah Falls, with sufficient time for the passengers to inspect the falls; arrive at Dalles City 4.00 P. M.; remain on the cars over night, the train being placed upon a side track at Dalles City.

SATURDAY, June 6. *Forty-eighth Day*.—Leave Dalles City on one of the Union Pacific Railway Company's steamers at 7.00 A. M. for a trip down the Columbia River; breakfast on the boat; arrive at the Upper Cascades 11.30 A. M.; transfer by the narrow-gauge railway to the Lower Cascades (six miles), and leave there at 12.15 P. M. by steamer; dinner on the boat; arrive at Portland 4.30 P. M.; omnibus transfer to The Portland, Charles E. Leland, manager.

SUNDAY, June 7. *Forty-ninth Day*.—In Portland.

MONDAY, June 8. *Fiftieth Day*.—In Portland. Carriage ride through the business and finest residence portions of the city, and also to the park, which affords an extended view of the city, the river, and the mountains.

TUESDAY, June 9. *Fifty-first Day*.—In Portland. Omnibus transfer from The Portland to the Northern Pacific Railroad station, and leave Portland at 10.00 P. M.

WEDNESDAY, June 10. *Fifty-second Day*.—Arrive at Tacoma wharf 6.15 A. M.; go on board Union Pacific Railway Company's steamer, and leave Tacoma at 8.00 A. M.; meals on board the steamer; arrive at Seattle 10.00 A. M.; leave Seattle 10.10 A. M.; arrive at Port Townsend 1.15 P. M.; leave Port Town-

send 1.30 P. M.; arrive at Victoria, B. C., 4.00 P. M.; carriage transfer to The Driard, Redon & Hartnegel, proprietors, and The Clarence, W. C. Anderson, proprietor.

THURSDAY, June 11. *Fifty-third Day*.—In Victoria. Carriage ride, visiting various parts of the city, including Beacon Hill, Government House, the Government buildings, etc., and also Esquimalt (the British naval station), and the Gorge.

FRIDAY, June 12. *Fifty-fourth Day*.—Carriage transfer from the hotel to the wharf, and leave Victoria on the Union Pacific Railway Company's steamer at 6.00 A. M.; breakfast and dinner on board the boat; arrive at Port Townsend 9.00 A. M.; leave Port Townsend 10.00 A. M.; arrive at Seattle 1.30 P. M.

NOTE.—Both Seattle and Tacoma will be visited, and for the better accommodation of all it may be deemed advisable to divide the party into two divisions, one of which will visit Seattle first and the other Tacoma. The Rainier, F. D. Ray, manager, in Seattle, and The Tacoma, William H. Lee, manager, in Tacoma, will be made the sojourning-places in those cities, and there will be coach transfers to and from the hotels.

SATURDAY, June 13. *Fifty-fifth Day*.—In Seattle and Tacoma (the two divisions exchanging places *via* the Northern Pacific Railroad line).

SUNDAY, June 14. *Fifty-sixth Day*.—In Seattle and Tacoma.

MONDAY, June 15. *Fifty-seventh Day*.—In Seattle and Tacoma. Omnibus transfers from the hotels to the stations, and leave Seattle at 2.00 P. M., and Tacoma at 2.50 P. M., *via* Northern Pacific Railroad.

TUESDAY, June 16. *Fifty-eighth Day*.—Arrive at Spokane Falls 7.00 A. M., when the cars will be placed upon a side track; leave Spokane Falls at 10.00 P. M.

WEDNESDAY, June 17. *Fifty-ninth Day*.—On the Northern Pacific Railroad *en route* eastward through Idaho and Montana; arrive at Helena 3.30 P. M.; leave Helena 8.00 P. M.

NOTE.—Railway time changes at Hope, Id., from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

THURSDAY, June 18. *Sixtieth Day*.—Arrive at Livingston 2.00 A. M.; thence *via* National Park Branch of the Northern Pacific Railroad to Cinnabar, arriving there at an early morning hour; leave Cinnabar by George W. Wakefield's stage line at 8.30 A. M.; arrive at Mammoth Hot Springs Hotel 10.30 A. M.

FRIDAY, June 19. *Sixty-first Day*.—Leave Mammoth Hot Springs in George W. Wakefield's stages at 8.00 A. M., for the tour through the park; arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M., passing near the principal geysers in this basin, including the "New Crater," the "Monarch," and later near the Gibbon Falls; arrive at the Lower Geyser Basin Hotel 6.30 P. M.

SATURDAY, June 20. *Sixty-second Day*.—Leave Lower Geyser Basin at 8.00 A. M., and visit the "Fountain" Geyser, the "Mammoth Paint Pots," etc.; then continue to the Midway Geyser Basin, which contains the "Excelsior" Geyser (Hell's Half Acre"), "Turquoise" Spring, and "Prismatic" Lake; arrive at the Upper Geyser Basin Hotel 11.00 A. M. The hotel is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and others of the great geysers.

SUNDAY, June 21. *Sixty-third Day*.—At the Upper Geyser Basin.

MONDAY, June 22. *Sixty-fourth Day*.—Leave Upper Geyser Basin 8.00 A. M., and proceed to Yellowstone Lake *via* Trout Creek route; arrive at Trout Creek 1.00 P. M.; lunch there; leave Trout Creek 2.00 P. M.; arrive at Yellowstone Lake 5.00 P. M.

TUESDAY, June 23. *Sixty-fifth Day*.—Leave Yellowstone Lake 10.00 A. M.; arrive at Grand Cañon Hotel 1.00 P. M.

WEDNESDAY, June 24. *Sixty-sixth Day*.—Leave Grand Cañon Hotel 10.30 A. M.; arrive at Norris Geyser Basin 12.30 P. M.; dinner there; leave Norris Geyser Basin 1.30 P. M.; arrive at Mammoth Hot Springs Hotel 5.00 P. M.

NOTE.—In case it is deemed advisable to divide the party for the round of travel through the park, one division will reverse the foregoing itinerary.

THURSDAY, June 25. *Sixty-seventh Day*.—Leave Mammoth Hot Springs 2.00 P. M.; arrive at Cinnabar 3.15 P. M.; leave Cinnabar, *via* National Park Branch of the Northern Pacific Railroad, 3.45 P. M.; arrive at Livingston 6.45 P. M.; leave Livingston 8.30 P. M. on Northern Pacific Railroad, main line.

FRIDAY, June 26. *Sixty-eighth Day*.—On the Northern Pacific Railroad *en route* through Montana and North Dakota.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SATURDAY, June 27. *Sixty-ninth Day*.—On the Northern Pacific Railroad *en route* through North Dakota and Minnesota. Arrive at St. Paul 12.30 P. M.; omnibus transfer to the Hotel Ryan, Eugene Mehl & Son, proprietors; in the afternoon carriage ride, visiting the chief business and residence portions of the city, the Capitol, Summit avenue, the Observatory (midway between St. Paul and Minneapolis, and affording a view of both cities), Fort Snelling, etc.

SUNDAY, June 28. *Seventieth Day*.—In St. Paul.

MONDAY, June 29. *Seventy-first Day*.—Omnibus transfer from the Hotel Ryan to the station of the Minneapolis & St. Louis Railway, and leave St. Paul at 9.55 A. M.; arrive at Minneapolis 10.40 A. M.; omnibus transfer to the West Hotel, John T. West, proprietor; in the afternoon carriage ride, with visits to Minnehaha Falls, the chief business and residence sections of the city, the great flouring mills (the largest in the world), the bridge below St. Anthony's Falls, the Exposition Building, the Suspension Bridge, etc.

TUESDAY, June 30. *Seventy-second Day*.—In Minneapolis. Omnibus transfer from the West Hotel to the Minneapolis & St. Louis Railway station, and leave Minneapolis, *via* the Albert Lea route, at 7.05 P. M.

WEDNESDAY, July 1. *Seventy-third Day*.—Through Iowa and Illinois on Chicago, Rock Island & Pacific Railway (Albert Lea route). Arrive at Blue Island Junction about 1.00 P. M.; transfer to Chicago & Grand Trunk Railway, and thence eastward on that road. Persons desiring to go through to Chicago can do so, the train arriving in that city at 1.40 P. M.

NOTES.—Members of the party who return independently from Chicago eastward will be required to exchange their east-bound passage and sleeping-car coupons at the station ticket offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island, or the new Dearborn station (Polk street and Fourth avenue) Chicago, or at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. Niagara Falls is the only point east of Chicago where "stop over" privileges are permitted.

Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

THURSDAY, July 2. *Seventy-fourth Day*.—From Port Huron eastward on the Grand Trunk Railway;

arrive at Clifton, Ont., 8.20 A. M., and at Niagara Falls, N. Y., 9.00 A. M.; omnibus transfer to the Cataract House, John E. Devereaux, manager, or the International Hotel, the International Hotel Company, proprietors; leave Niagara Falls, *via* the West Shore route, from the station of the New York Central & Hudson River Railroad, at 4.48 P. M.

FRIDAY, July 3. *Seventy-fifth Day*.— From Rotterdam Junction eastward *via* Hoosac Tunnel & Fitchburg line; arrive at Athol, Mass., 6.57 A. M.; breakfast at station dining-rooms, W. E. Wood, proprietor; arrive in Boston (Fitchburg Railroad station, Causeway street) 9.50 A. M.

The return tickets from San Francisco, Tacoma, or Portland will be good on any train until Oct. 20, 1891.

Persons remaining in San Francisco beyond the date of the return of the party should apply, before leaving for the East, to our agent, Clinton Jones, No. 36 Montgomery street, San Francisco. Mr. Jones will give all information and render all assistance needed in connection with the signing of the excursion ticket, securing sleeping-berths, etc. Persons returning independently can also apply for information or assistance to our Pacific Northwest agent, Charles Kennedy, No. 83 First street, Portland, Or.

Table of Distances.

	MILES.
From Boston to San Francisco (see page 108).....	4,811
“ San Francisco to Monterey, Southern Pacific Company's Monterey line.....	124
“ Monterey to Santa Cruz, Southern Pacific Company's broad-gauge line.....	47
“ Santa Cruz to San Jose, Southern Pacific Company's Santa Cruz (narrow-gauge line).....	34
“ San Jose to the summit of Mount Hamilton and return, Mount Hamilton Stage Company.....	52
“ San Jose to San Francisco, Southern Pacific Company's Monterey line.....	50
“ San Francisco to Portland, Southern Pacific Company's Mount Shasta route.....	772
“ Portland to The Dalles, Or., Oregon Railway & Navigation Company's Railway.....	88
Distances carried forward.....	5,978

	MILES.
Distances brought forward.....	5,978
From The Dalles to Upper Cascades, steamer of the Oregon Railway & Navigation Company's River line.....	45
" Upper Cascades to Lower Cascades, Portage Railway	6
" Lower Cascades to Portland, steamer of the Oregon Railway & Navigation Company's River line.....	62
" Portland to Tacoma, Pacific Division, Northern Pacific Railroad.....	145
" Tacoma to Victoria, B. C., and return to Seattle, Oregon Railway & Navigation Company's Puget Sound line of steamers	195
" Seattle to Tacoma, Northern Pacific Railroad	40
" Tacoma to Cinnabar, Northern Pacific Railroad	955
" Cinnabar through Yellowstone National Park and return, by stage.....	166
" Cinnabar to Boston (see pages 109, 110).....	2,615
Total.....	10,207

In the course of the tour the party will pass through the following States and Territories: *States*—Massachusetts, Vermont, New York, Michigan, Indiana, Illinois, Iowa, Missouri, Kansas, Colorado, California, Oregon, Washington, Idaho, Montana, Wyoming, North Dakota, and Minnesota, (18); *Territories*—New Mexico, Arizona, (2); and also the Provinces of Ontario and British Columbia (2) in the Dominion of Canada.


The Excursion to the Big Tree Groves and the Yosemite Valley.

Time is afforded in connection with this excursion, as in the Alaska tour, for a side trip to the Big Tree Groves and the Yosemite Valley, for all who desire. Very advantageous arrangements are made for this journey by the Yosemite Valley Stage & Turnpike Company. See pages 110–112 for details.

The party will necessarily be limited in numbers. An early registration is therefore desirable. Tickets must be taken on or before Wednesday, April 15—five days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.

SEASON OF 1891.
ELEVENTH ANNUAL SPRING TOUR
THROUGH
COLORADO AND CALIFORNIA.

A TOUR OF SIXTY-TWO DAYS ACROSS THE CONTINENT,

With Visits to the most Picturesque Regions of the Rocky Mountains and Attractive Points on the Pacific Coast, including Redlands, Riverside, San Diego, Coronado Beach, Redondo Beach, Los Angeles, Pasadena, Santa Barbara, San Francisco, San Jose, the Summit of Mount Hamilton, Santa Cruz, and Monterey; and on the return journey, to Salt Lake City, Glenwood Springs, the Marshall Pass, the Royal Gorge, Manitou Springs, Denver, etc.
Different Routes Going and Returning, with Numerous Side Trips and Halts by the Way.

THE PARTY TO LEAVE BOSTON MONDAY, APRIL 20, AND TO RETURN SATURDAY, JUNE 20, 1891.

The Journey to be made in a Magnificent Train of Vestibuled Pullman Palace Cars, with Pullman Palace Dining-Car.

Price of Tickets (with all Traveling and Hotel Expenses Included), - \$425.00

INCIDENTAL EXCURSION TO THE YOSEMITE VALLEY AND THE BIG TREE GROVES.

W. RAYMOND,

I. A. WHITCOMB,

296 Washington St., opposite School St., Boston, Mass.

ELEVENTH ANNUAL SPRING EXCURSION FROM BOSTON

— TO —

COLORADO AND CALIFORNIA,

APRIL 20 TO JUNE 20, 1891.

ON the same date named for the departure of the two excursion parties mentioned in the foregoing pages, a third party of tourists will leave Boston for a visit to the Pacific Coast. The outward journey will be to a large extent over the same routes, but less time will in that connection be devoted to Colorado, inasmuch as the places visited by the other parties will be seen on the return journey. Although the lines of travel westward are essentially the same, the party will have its own vestibuled train of Pullman palace cars, and its own dining-car. The time selected for these tours is the best that could be had for sight-seeing. It is after the close of the rainy season, when the Yosemite valley and other places of interest are thoroughly accessible to travel, and when the face of Nature wears its loveliest smile. While the journey is planned

liberally as to time, the sojourns at different points are no longer than is necessary to see the places visited in a thorough and at the same time leisurely manner. The journey is accomplished in the shortest possible time commensurate with this purpose; and thus persons who might find it inconvenient to absent themselves from business or home ties for several months can see California in the most comprehensive manner, yet without any loss of time. California may be reached more speedily than we make the journey, but the traveler who rushes across the country at express speed sees and enjoys but little of the scenery on the way, and perchance misses altogether many interesting places that may be reached by little side trips. In both California and Colorado there are many places of interest that lie off the beaten track.

Although much of the outward route is covered by the itineraries of the other excursions, this party will have its own programme, and its own special train of Pullman vestibuled sleeping-cars, dining-car, etc. As in the other excursions, a special time schedule will be observed, so that the picturesque parts of the route will be passed over by daylight. The passengers will not be hurried over any section of the route where it is desirable to stop, and the sojourns at different points in New Mexico, California, Utah, and Colorado, with the various side trips, are sufficient to encompass a great amount of sight-seeing. Throughout the trip the train will be run at a moderate and uniform rate of speed, which is much more conducive to rest, comfort, and safety than the hurried transit of express trains. This is an important consideration in a railway journey, the duration of which is to be measured by days instead of hours, and one that will be appreciated by the traveler who prizes restful ease. Every passenger will be entitled to a double berth (half a section) in the sleeping-cars. This places only two persons in each section, where seats are provided for four. Extra sleeping-car space can be had at the regular Pullman rates.

From Boston to Kansas City.

Leaving Boston Monday afternoon, April 20, the party will proceed westward over the Fitchburg and West Shore lines. Tuesday morning will find the train approaching Buffalo. Much of the city, including the City Hall, is seen after leaving the station. Buffalo is the eleventh city in the Union in size, having 255,543 inhabitants. Following along the right or American bank of the Niagara River, with a little stretch of Lake Erie in view before the river is fairly reached, we soon approach Niagara Falls, distant glimpses of which are had from the car windows. The river is crossed at Suspension Bridge, two miles below the great cataract, and we journey through a pleasant section of the Canadian Province of Ontario on the Southern Division of the Grand Trunk Railway. Lake Ontario is seen near Hamilton; and between Point Edward and Fort Gratiot, where we cross the St. Clair River and reënter American territory, we catch a glimpse of the third in the chain of great lakes — Huron. From Fort Gratiot our route lies through Michigan, a little corner of Indiana, and into Illinois, over the Chicago & Grand Trunk Railway. At Blue Island Junction we enter upon the Chicago, Rock Island & Pacific Railway, continuing across the great State of Illinois and considerable sections of Iowa and Missouri. Much of Illinois and Iowa will be seen during Wednesday's journey. The Mississippi River is crossed between Rock Island, Ill., and Davenport, Ia., and the Missouri River the succeeding morning just before reaching Kansas City.

Through Kansas and Colorado.

After a brief visit to Kansas City, which, by the by, is chiefly in Missouri and not in Kansas, we continue our westward journey, entering here upon the Atchison, Topeka & Santa Fe Railroad for a long ride through Kansas, Colorado, New Mexico, Arizona,

and Southern California. Thursday will be devoted chiefly to Eastern Kansas, which is naturally its most populous section. Lawrence, Topeka, Osage City, Emporia, Strong City, Florence, Newton, Halstead, and Burrton lie upon this part of the line. Farther west are Hutchinson, Nickerson, Raymond, Ellinwood, Great Bend, Larned, Kinsley, Dodge City, Coolidge, etc. Soon after passing Coolidge we enter Colorado, but an inspection of the chief wonders of the Rocky Mountain region will be reserved until the party returns from California. Continuing therefore from La Junta direct to Trinidad, in place of making the detour through Colorado *via* Pueblo, we shall cross the Raton Mountains a short distance south of Trinidad, and enter New Mexico.

New Mexico.

Our travels through this Territory will be quite extended, and visits will be paid to its two most attractive points — Las Vegas Hot Springs, and Santa Fe, its ancient capital. The Hot Springs are situated a few miles off the main line of railway, and are reached by means of a branch line from the city of Las Vegas. There are forty springs altogether, some of them ranging as high as 142 degrees Fahrenheit in temperature. The party will remain from Saturday morning until Monday at the elegant Montezuma Hotel, which has been erected here by the railway company.

On leaving Las Vegas Hot Springs we return to Las Vegas, and then proceed westward through the Pecos valley. Crossing the mountains through Glorieta Pass and Apache Cañon, we reach Lamy Junction, and from thence journey eighteen miles northward to Santa Fe. This is also a side trip from the main line. Santa Fe still retains many of its old Spanish characteristics. The population is Mexican to a large extent, and there is a strange commingling of the old and the new in its life and customs. The ancient "adobe palace" still stands upon one side of the plaza, and is the official

home of the American governor of the Territory, as it was of the old Spanish officials of three centuries ago. Its street scenes are full of interest, and in these some of the neighboring tribes of Indians become a picturesque feature as they drive into town their fagot-laden *burros*. There are many places worth visiting at Santa Fe, and most of them are readily accessible in a short forenoon's walk.

On leaving Santa Fe, the party will return to the main line of railway at Lamy Junction, and thereon continue southward to Albuquerque. This part of the route takes us for a considerable distance through the valley of the Rio Grande and in proximity to the towns of several *pueblo* tribes. We turn westward again soon after leaving Albuquerque, and, crossing the Rio Grande at Isleta, reach the continental divide about 120 miles west of the river. The boundary line between New Mexico and Arizona is about forty-five miles farther on.

Arizona.

Our course through this Territory takes us through a picturesque region. After crossing the yawning chasm known as the Cañon Diablo, the road approaches the mountains, chief among which is the snow-clad San Francisco group, near Flagstaff. The railroad winds along the base of these mountains and through a forest-clad country. Beyond are more scattered peaks, and also Johnson's Cañon. At Peach Springs we are within twenty-three miles of the Grand Cañon of the Colorado. In the western part of the Territory we traverse a mining region, and finally leave Arizona at the crossing of the Colorado near the Needles.

Southern California and its Charms.

The first outlook we gain upon California soil is not inviting, although distant mountains add a picturesque aspect to the scene. We are in the middle of the

Mojave desert. All around us are many evidences of volcanic action. To the left lies a high mountain chain which we are soon to cross. Mounting towards the Cajon Pass, after turning towards the south from Barstow, we gain a succession of fine views, the climax of sublimity being reached when we gain the southern declivities of the pass, and approach the teeming fruit valleys which stretch along the southern base of the range. Continuing from San Bernardino directly westward through a long and beautiful line of valley towns, with the snow-peaks lifting their heads almost over the orange groves, olive orchards and vineyards, we reach Los Angeles, and soon after Redondo Beach. After the long ride across the plains, this will be a most welcome sojourning-place. A large and elegant hotel was built at this charming seaside retreat last year, and we shall make this establishment our abiding-place during our stay.

Redlands and Riverside, two great centres of orange culture which lie just south of the San Bernardino range, will next be visited. These towns are charmingly situated, and, aside from their gardens and groves, present many attractions for the health and pleasure seeker. Some of the finest oranges grown in California are shipped from these two towns.

San Diego and that famous seashore resort, Coronado Beach, will be our next objective points, the journey southward being over the Riverside Branch and the Surf Line, which take the party through the rich Santa Ana valley and along the romantic sea-coast. Coronado Beach, with its magnificent hotel, is one of the most delightful of Pacific Coast resorts. The surroundings of the house are very picturesque, and the views, both over the sea and the land, are fine. After a season of rest at this place, the party will visit Los Angeles and Pasadena.

Making The Nadeau and The Westminster, in the former city, their headquarters, the visitors will be given every opportunity to see both places. Saturday, May 9th,

will be devoted to Pasadena, and there will be a carriage ride to The Raymond Hill and to the various points of attraction in the city and its suburbs. Lunch will be provided at the Hotel Arcadia, Lamanda Park, and the party will return to Los Angeles before evening.

Sunday will be passed in Los Angeles, and Santa Barbara will next be visited. The party will proceed to The Arlington on their arrival in that city. Several days are assigned to Santa Barbara in the itinerary, but, it should be noted, the Yosemite valley parties are made up during this period to leave on different days. Personal preferences in regard to the date of leaving for this trip will be observed as far as possible. There will be ample time to see Santa Barbara, and also to visit the Big Tree Groves and the Yosemite valley.

San Francisco.

The metropolis of the Pacific Coast will come next in order. The famous Palace Hotel, one of the largest and most elegant public houses in the world, will be our headquarters while here. The city presents many strange aspects to the visitor, and is always attractive. Beautifully situated on a peninsula which has a broad bay on one side and the broader ocean on the other, with many charms peculiarly its own, San Francisco may truly be said to be one of the most entertaining cities on the globe. Its cosmopolitan character, derived largely from being the gateway to America for the dwellers of the Orient, is a source of never failing interest. Many little excursions can be made in and around San Francisco during the two visits the party will make here, and on one of the days there will be a carriage ride to Golden Gate Park, the Cliff House, etc. For a more detailed account of this city the reader is referred to the account of the Alaska excursion.

San Jose, Santa Cruz, and Monterey.

Leaving San Francisco Monday morning, May 25, the party will proceed by the Monterey line of the Southern Pacific Company's Railway to San Jose, where several days will be passed. During this time the Hotel Vendome will be made the abiding-place of the visitors. Tuesday will be devoted to a stage excursion to the Lick Observatory, on the summit of Mount Hamilton, the party leaving the Hotel Vendome in the morning and returning at night.

From San Jose the party will proceed to Santa Cruz by the picturesque narrow-gauge line, visiting the "Big Trees" on the way. There will be ample opportunity to enjoy the special charms of this famous seaside resort, and there will be a carriage ride on the beach and along the picturesque cliffs.

Monterey and the magnificent Hotel del Monte will be the next point of interest. This is one of the most attractive places of resort in this or any other country. A great hotel, provided with every comfort and luxury wealth and taste could suggest, has been reared amid gardens and groves upon which fortunes have also been lavished. Art and nature have combined to make the Hotel del Monte and its surroundings unique among similar resorts. The beach and its great bathing-establishment are near at hand, and afford one of many sources of amusement. Here and elsewhere along the California coast, surf-bathing is indulged in at all seasons of the year. After spending several days at Monterey, the party will return to San Francisco for a second visit.

From San Francisco Eastward.

The party will leave San Francisco on its homeward journey Monday morning, June 8. The route from San Francisco will be by the Southern Pacific Company's line

across Central California and Nevada into Utah; thence into Colorado over the Denver & Rio Grande Western and Denver & Rio Grande Railways (recently converted from narrow gauge to standard gauge, so that no change of cars is necessary); from Denver to the Missouri River *via* the Union Pacific Short line, and thence across Iowa by the Chicago, Rock Island & Pacific Railway. In order that the magnificent mountain scenery may be enjoyed, arrangements have been made to cross the Sierra Nevada by daylight. As far as Port Costa, thirty-two miles out, we follow the route over which we approached San Francisco. At that point we cross the Straits of Carquinez on the mammoth steam ferry-boat "Solano," the largest craft of its kind in the world; and for a farther distance of over 2,500 miles our course is over fresh ground. From Benecia, on the opposite side of the straits, we soon speed away towards Sacramento and the far-away mountains, through a region of wheat fields, gardens, and vineyards.

Across the Sierra Nevada.

Leaving Sacramento, we cross the American River a short distance above the city, and then begin the ascent of the mountains that form the eastern border of California—the great wall of the Sierra Nevada, or "Snowy range." This mountain chain forms the western edge of the great continental upheaval, or plateau, in which the Cordilleras are built, corresponding with the Rocky Mountains on the east, with the difference that the western slopes are very abrupt, dropping within less than 100 miles nearly to the level of the sea; while the eastern descent from the crest of the Rocky Mountains is gradual for 600 miles. The range in front of us is about 9,000 feet in height, and the pass to which we climb has an elevation of 7,017 feet.

A few miles beyond Colfax the railroad "doubles Cape Horn." The road here

rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River, which appears at this height like a slender thread of silver. Stretching away to the right is a deep ravine, bordered by mountain walls, along which may be seen the stage road, leading to the old mining town of Iowa Hill. The Southern Pacific Company's line ascends the mountains beside the American River Cañon, and many magnificent views are had of that gigantic rift, while Bear and Yuba River valleys also furnish some grand scenery. Gold Run, Dutch Flat, Alta, Shady Run, and Blue Cañon are succeeding stations. All along this part of the route may be seen many traces of the old placer mining, and of the later hydraulic process, which washed away even the hills themselves.

In the passage over the mountains the traveler is treated to an extensive acquaintance with that necessary—though to the sight-seer rather aggravating—device, the snow shed. These wonderful wooden tunnels cover over forty miles of the Central Pacific Railway, and cost from \$8,000 to \$12,000 per mile. In some places, where masonry was needed, the cost was \$30,000 per mile. They were suggested by the practical mind of the late Charles Crocker. From Sacramento to Summit, 107 miles, the ascent is 6,987 feet; and of this 5,258 feet—only nine yards less than a mile—are made in sixty-two miles, from Clipper Gap to Summit. The ascent from Shady Run to Summit, a distance of thirty-one miles, is 2,881 feet, or over half a mile. Just east of the summit, upon the north, Donner Lake is seen, and the railroad follows down the cañon of Cold Stream Creek and Donner Creek to Truckee. The old road across the mountains to Sutter's Fort followed up Cold Stream. On Donner Creek is Starvation Camp, where, in the winter of 1846-47, Donner and his party, a company of eighty-two persons, met with privation and disaster. Thirty-six of the number perished, and, of a party of thirteen who went out

for help, ten more were forced to succumb. Relief was sent, but all the survivors could not be saved, and the heroic Mrs. Donner remained behind to die with her husband.

On the eastern side of the mountains the grade is not as heavy as it is on the western slope, and the descent is to the great inclosed Continental plateau, which is lifted over 4,000 feet above the sea. For over 1,200 miles the road is continued at that or a greater elevation, only once reaching a level slightly less than 4,000 feet.

Nevada.

Passing through Truckee, the last California town of importance, we enter the State of Nevada, about a dozen miles farther on, near the little station of Bronco. Soon after we reach Reno, one of the liveliest and most flourishing towns of the Silver State. Nevada has an area of 104,125 square miles, and is therefore nearly as large as Colorado. The Southern Pacific Company's Ogden line traverses it for 456 miles, and the route presents all the characteristic scenery for which this State is famed, comprising bold and rugged mountains capped with snow, and wide stretches of desert plain. Wadsworth, Humboldt, Winnemucca, Battle Mountain, Carlin, Elko, and Wells are places of more or less importance. The entire population of the State is 44,327. Indians, generally Shoshones or Piutes, are frequently seen about the stations, and now and then a squaw brings her pappoose for inspection. There are several Indian villages near the railway. One of the wonderful natural features of the great Nevada and Utah Basin, sometimes called the great American desert, is found in the numerous "sinks." The Humboldt, Carson, Truckee, and many other streams empty into lakes that have no visible outlets. The Great Salt Lake is one of these vast "sinks."

Utah.

The Territory of Utah is reached just east of Tecoma, 679 miles from San Francisco and 155 miles from Ogden. The scenery is similar to that of Nevada. We approach the shores of the Great Salt Lake, about ninety miles west of Ogden, just beyond the station of Kelton. Thenceforward for nearly the whole distance to Ogden, the waters of the American Dead Sea are in sight. This remarkable inland sea covers about 3,000 square miles, its greatest length being ninety-three miles, and its greatest width forty-three miles. The elevation of the lake above the ocean is upwards of 4,200 feet, or higher than the top of the Alleghany Mountains. Its mean depth is about sixty feet, and there are numerous small islands, with one or two of considerable size. While the Atlantic Ocean contains $3\frac{1}{2}$ per cent of solids, Great Salt Lake has 14 per cent, or only 10 per cent less than the Dead Sea. Promontory Point, where the last spike uniting the iron bands, which had stretched out from the Atlantic and from the Pacific, was driven May 10, 1869, is fifty-two miles from Ogden. At this latter point we diverge from the direct eastern line, and proceed thirty-seven miles south by the Denver & Rio Grande Western Railway, for the purpose of visiting the capital of Mormondom.

Salt Lake City.

Salt Lake City, or Zion, as it is called by the Latter-Day Saints, is beautifully situated. It covers a wide expanse, and has a mixed population of Mormons and Gentiles. It is emphatically a city of cottage homes. The streets are wide and shaded, and in each are two swift-flowing streams of pure mountain water. The lines of shade trees, with groups of fruit trees and luxuriant gardens, make the city seem one mass of foliage. Spurs of the Wahsatch Mountains rise to a great height a

few miles distant on the east and north, and twelve miles west are other rugged ranges. There are copious sulphur springs near the city, and rich silver mines are in the mountains, twenty miles or more away. Among the edifices demanding attention are the Tabernacle and the unfinished Temple. The former is a vast building, oval in form, 233 by 133 feet, with a roof seventy feet from the floor. There are seats for 8,000 persons, and above the platform is a large organ. The Assembly House, a smaller edifice than the Tabernacle, but finished much more elaborately, is intended for a place of worship in the winter season. It contains an organ, and numerous frescoes depicting scenes in the history of the Mormon church. The Endowment House, of which so much has been written, was formerly in the same inclosure, but has lately been destroyed. The Temple, near by, was begun a quarter of a century ago, and when finished will be 200 feet high and of proportionate size. It is built of granite brought from Cottonwood Cañon. Among the other buildings are the former residence of Brigham Young, the Gardo House, the tithing offices, and the gigantic warehouse of "Zion's Coöperative Mercantile Institution," known in short as the "Co-op Store." Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau above the city. The population of Salt Lake City, according to the recent census, is 45,025, an increase of 24,257 in ten years. Ogden has 14,919 inhabitants, and the population of the entire territory is 206,498.

Over the Denver & Rio Grande Western Railway from Salt Lake City.

Leaving Salt Lake City Wednesday evening, the party will proceed eastward over this line, traveling by special train, so as to view all the grand scenery by daylight. As the line has been recently converted from narrow to standard gauge, we shall continue our journey in the same cars in which we have traveled from the Pacific Coast. The

road crosses the Wahsatch range and the main continental divide, and leads through several wonderfully picturesque cañons and gorges. Southward from the Mormon capital the line continues some fifty miles before turning towards the Wahsatch Mountains, which it must cross to reach Eastern Utah and Colorado. This distance takes the traveler up the valley of the Jordan and to the flourishing Mormon town of Provo, which is situated upon the shores of the beautiful Utah Lake, a body of fresh water nearly 300 feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Beyond Provo the railway turns eastward and ascends the Spanish Fork and Clear Creek to Soldier Summit, one of the low passes in the southern part of the Wahsatch range. Provo is 4,517 feet above the sea; and at Soldier Summit, forty-five miles beyond, the elevation is 7,464 feet, or 3,237 feet above the level of Salt Lake City. Between Clear Creek station and the summit, a distance of seven miles, there is a rise of 1,236 feet, or $176\frac{1}{2}$ feet to the mile. At the summit the view is not extended, as the mountains rise higher on either side. The road descends on the east slope by the side of the South Fork of the Price River, which it follows some seventy miles, or to within about twenty miles of its junction with Green River, at the Azure Cliffs. Twenty-two miles below the summit is Castle Gate, formed by cliffs on each side of the roadway, leading to Castle Cañon. The Green River, here a large and swelling stream, is crossed 190 miles from Salt Lake City and some fifty or sixty miles north of its junction with the Grand River, which the railway follows up for over 200 miles. The Colorado State line is reached about 270 miles from Salt Lake City.

Glenwood Springs.

On leaving Grand Junction we ascend the valley of the Grand River, passing the Roan, or Book Mountains. We are now upon the new extension of the Denver & Rio

Grande Railroad. Glenwood Springs is a new and very attractive health resort, situated at the confluence of the Grand River with the Roaring Fork, in a picturesque valley surrounded by forest-clad hills. Its altitude is about the same as that of Denver, — 5,200 feet,—and the town, which had about 200 inhabitants in 1885, has now a population of over 2,500. Only a few years ago the place was a part of an Indian reservation, and little was known of the marvelous mineral springs which have since made the region so famous. The town is handsomely laid out, with broad and regular streets intersecting each other at right angles, and there is a large bathing-establishment and hotel. The sanitarium, or bath-house, cost \$100,000, and in the rear of this commodious structure is a large swimming-pool constantly supplied from the hot spring at the rate of 4,000 gallons a minute. The "Big Pool" covers about an acre, and is graduated in depth from four and a half to five and a half feet. Our special train will halt at Glenwood Springs several hours, and holders of our excursion tickets will be afforded special advantages in the way of rates at the bathing-establishments.

From Glenwood Springs to Salida.

On leaving Glenwood Springs the traveler passes through the Cañon of the Grand River for a distance of about eighteen miles. Here the mountain walls shoot up in towering columns and gigantic turrets, to a height of 2,000 feet, while a torrent roars and plunges between. The sunlight reaches only the summit of the tall pines, while the depths of the rift are in everlasting shadow. In places the rocks are flaming red. On emerging from Grand River Cañon, we pass through an open, rolling country for thirty or forty miles, at the farther side of which we come to Eagle River Cañon. This is one of the most interesting places in the country,—doubly so from the fact that the scenery is very grand, while all around are seen indications that

we are in the very midst of a great mining section. Up and down the abrupt walls the expanse is dotted with mining camps and mining paraphernalia. The cañon ends at the picturesque little mining town of Red Cliff, and we again emerge into a more open though elevated country. The scenery between here and Leadville, thirty-three miles distant, is very beautiful. Lofty mountains are seen on every side; and at one point, in looking up one of the narrow gulches, we catch a glimpse of a noble peak — the Mount of the Holy Cross. The cross itself is not seen. Indeed, a horseback ride of seven miles from the nearest railway point is necessary in order to view that great natural marvel.

We cross the continental divide at Tennessee Pass, which has an elevation of 10,418 feet,—only 142 feet less than two miles,—and yet this is called “a comparatively low and easy pass,” as such things are classed in Colorado.

A dozen miles southeast of Tennessee Pass lies Leadville, the great “Carbonate Camp,” which first became famous in 1859 as California Gulch. Between 1859 and 1864, \$5,000,000 in gold dust were washed from the ground of this gulch. Then the place was nearly abandoned, but in 1876 carbonate beds of silver were discovered, and the “camp” was again populated. The name of Leadville was now bestowed upon it, and from a small figure the population rose to about 30,000. The recent census made the population 11,159. The elevation of the city is 10,200 feet. We now descend the valley of the Arkansas River, between lines of mighty hills, passing through Granite, Buena Vista, and other towns. Of these, Buena Vista is the most important. It is the centre of considerable mining activity and a county seat. We shall reach Salida late in the evening. This thriving town is situated at the junction of the old Leadville and Aspen line — over which we have come — and the narrow-gauge running westward over the elevated Marshall Pass, and until recently forming

the Salt Lake City line. The train will remain at Salida over night, and Friday will be devoted to an excursion by narrow-gauge cars over the famous Marshall Pass.

The Marshall Pass.

Leaving Salida after breakfast, we ascend the narrow-gauge line, going directly towards the mountains in the west. Glorious views are had of the many towering peaks as the train approaches Poncha Pass, Mounts Shavano and Ouray being among the most prominent. Both these mountains were named in honor of Ute chiefs. Our course lies toward the latter; and the Marshall Pass has, in fact, this mountain as its northern boundary, with the Cochetopa Hills on the south. Mount Ouray has an elevation of 14,055 feet, while Mount Shavano is 194 feet higher. As we approach the summit of the pass (10,852 feet in elevation), in many twists and turns, Ouray rises before us like a great snow dome near at hand. Meanwhile the long line of elevated peaks belonging to the Sangre de Cristo range have come into view—a glorious chain of snow summits in all the shapely forms assumed by the loftiest of the Rocky Mountains, many of the beautiful white pyramids seen reaching above 14,000 feet. The maximum grade of the railway over which we ride is 211 feet to the mile, and there are curves that reach 24 degrees in 100 feet. At one place the train goes five or six miles, and is then directly opposite its former position, but 1,000 feet above. In the middle of a snow shed the cars finally come to a halt, and we are again on the ridgepole of the continent, and over two miles above the level of the sea. We descend the Pacific slope as far as Sargent, seventeen miles below the summit, and in this part of the trip enjoy a magnificent series of views as the train rounds great mountains and courses along beside formidable ravines and gulches. Here the traveler seems completely environed by giant hills, and it is hard to tell where the railway course tends, except as

its existence is revealed miles away by long gashes on the mountain-side or lines of snow sheds, which here become a necessity. At Sargent, which is situated just within the rim of the Gunnison basin, we take lunch, and the afternoon is occupied in the return journey over this matchless route.

The Grand Cañon of the Arkansas and the Royal Gorge.

A little distance below Salida the marvelous scenery of the Grand Cañon of the Arkansas begins. For nearly 100 miles the river and the railway keep close companionship, and the course of the former afforded the only practicable route for the latter through this mountainous region. Following down the valley, between the towering range of Arkansas hills upon the left and the magnificent line of lofty, snow-clad peaks forming the Sangre de Cristo range upon the right, the grandest and most impressive scenery is found in the portion of the cañon known as the Royal Gorge, some ten miles in length. Great cliffs tower half a mile in height, and so near together that the river and railway are crowded into very narrow quarters. There are a dozen places where the train seems to be entirely surrounded by vast rocky barriers, through which no means of escape is seen, until a turn in the road leads to another picture of wild and rugged grandeur. Emerging from the great rock portals of the gorge just above Cañon City, the road pursues its course along the banks of the river to Pueblo, some forty miles farther, through more peaceful scenes. Just before arriving at Cañon City, the Colorado penitentiary is seen on the left of the railway. Cañon City is a flourishing place of several thousand inhabitants.

Manitou Springs and the Garden of the Gods.

From Pueblo we continue over the Denver & Rio Grande Railway forty-five miles farther to Colorado Springs, and there diverge from the main line by a

branch, six miles in length, to Manitou Springs. It should be said that the springs which have given the former place its name are all at Manitou Springs. The town is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. The town is invisible until a low ridge extending across the valley is passed, and then the white houses and large hotels come suddenly into view. Among the most prominent buildings are the new and elegant bathing-establishment and the pretty stone station. Through an opening in the hills the snow-white crest of Pike's Peak is seen. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are within one minute's walk of the hotels, as is also the splendid bathing-establishment opened in 1884. The Ute Iron Springs are a mile and a half from the village. Manitou Springs has an elevation of 6,297 feet, but is nevertheless surrounded by high hills. Pike's Peak is 14,134 feet high. Cameron's Cone has an elevation of 11,560 feet.

The Garden of the Gods lies east of Manitou Springs, between it and Colorado Springs. It is a park-like tract inclosed by cliffs and hills; and scattered about its surface are fantastically formed rocks carved by the elements in past ages. Williams's Cañon is near Manitou Springs; and a mile from the entrance is the Cave of the Winds, an extensive and beautiful cavern. The Manitou Grand Caverns, which are situated in the Ute Pass, with an entrance about 200 yards above Rainbow Falls, were more recently discovered. They were opened to visitors by their proprietor, Mr. George W. Snider, in March, 1885. In the course of the stay at Manitou Springs, there will be a carriage ride through the Garden of the Gods, etc.

Denver.

Leaving Manitou Springs in Pullman palace sleeping-cars Monday evening, we shall proceed over the Denver & Rio Grande Railway to Denver, eighty-one miles distant. That city will be reached in the night, and the train will be side-tracked, so that Tuesday can be devoted to the city and its sights. Denver, which lies at the western border of the plains, dates back to the Pike's Peak gold excitement of 1858-59. In 1860 it was a straggling camp, consisting principally of log cabins and tents. In the last decade the city has made giant strides, and must now be classed among the great cities of the country, standing, as it does, with a population of 106,670, the twenty-sixth in point of size. In 1880 it was the forty-ninth. Its streets are regularly and handsomely laid out; its public and business edifices and its private residences are elegant and substantial; schools, churches, and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth, and progress.

From Denver Eastward over the Union Pacific Line.

The party will leave Denver, *via* the Omaha & Denver Short line of the Union Pacific Railway, Tuesday evening. This road joins the main line at Julesburg, 198 miles east of Denver, and forms a direct and expeditious route through Nebraska to the Missouri River at Omaha, and to all points beyond.

Nebraska.

We enter the State of Nebraska not far from Julesburg, and continue along the banks of the South Platte River until it unites with the North Platte, eighty miles farther east, from which point the railway follows the main Platte nearly to its mouth. Nebraska has an area of 75,995 square miles,—a greater area than England and Wales possess, or some 11,000 more than the six New England States combined,—and yet it

is said that few States have so little waste land. The section of the State we enter first is in the centre of the cattle region. Both Ogalalla and North Platte are large shipping points. Near the latter place, Hon. William F. Cody, "Buffalo Bill," has a fine horse ranch. The eastern section of the State, which is richly cultivated and contains many populous towns, will be traversed by daylight.

Omaha, the eastern end of the Union Pacific Railway, is a lively and flourishing city of 139,526 inhabitants. This is a gain of 109,008 in ten years. It is finely situated on the western shore of the Missouri River. This city is the great gateway to the Pacific Coast by the Union Pacific line, and a long list of railways centre here, or at Council Bluffs, Ia., which is just across the Missouri River. Both cities are built upon high bluffs. Omaha, the larger of the two and the commercial headquarters, occupies the west shore. The business section covers a level plateau, and contains many fine structures. It is an active and enterprising business centre, and commands a large amount of trade in every branch. Foundries, smelting works, lead works, flouring mills, nail factories, oil factories, pork-packing houses, distilleries, and breweries are found here on a large scale. The Union Pacific Railway shops alone employ over 1,000 men. Among the public edifices the magnificent high-school building, with a spire 185 feet high, stands prominent. Its cost was \$200,000.

Iowa and Illinois.

Crossing the Missouri River by the magnificent Union Pacific Bridge to Council Bluffs, we enter once more upon the Chicago, Rock Island & Pacific Railway. This is the main line, which traverses the whole length of Iowa, from the Missouri to the Mississippi (317 miles), and a considerable part of Illinois. The distance from Council Bluffs to Chicago is 500 miles. The railway passes through much of the richest and most interesting portions of Iowa, and some of the most populous and thriving towns

and cities of that State. Crossing the Mississippi River between Davenport and Rock Island, Illinois is reached, and we continue at once toward Chicago.

From Blue Island Junction or Chicago Eastward.

The party returning on the regular itinerary will leave the Chicago, Rock Island & Pacific Railway at Blue Island Junction, seventeen miles from Chicago, and proceed eastward from that point over the Chicago & Grand Trunk Railway; but passengers who intend stopping at Chicago can go directly through to that city. The homeward route will be from Chicago or Blue Island Junction to Fort Gratiot, Port Huron, *via* the Chicago & Grand Trunk Railway; across the St. Clair River, and thence to Suspension Bridge, *via* the Great Western Division of the Grand Trunk Railway. After the visit to Niagara Falls the journey will be resumed, the party taking the West Shore Railroad line, traveling over the New York Central & Hudson River Railroad to Buffalo, thence over the West Shore Railroad to Rotterdam Junction, and from that point over the Fitchburg Railroad to Boston. Boston will be reached Saturday morning, June 20.

Niagara Falls.

Friday morning will find the party at Niagara Falls, and there will be a halt here, so that its members will be enabled to visit all the points of interest in the neighborhood of the great cataract. The cars will depart in the afternoon at 4.48 *via* the West Shore line, from the station of the New York Central & Hudson River Railroad, reaching Boston, as already noted, Saturday morning.

Cost of the Tour.

The price of tickets for the excursion, as described in the foregoing pages, will be FOUR HUNDRED AND TWENTY-FIVE DOLLARS. This sum will cover first-class travel

over all routes, going and returning, with side trips to Las Vegas Hot Springs, Santa Fe, Redondo Beach, Redlands, Riverside, San Diego, Pasadena, Santa Barbara, San Jose, Mount Hamilton, Santa Cruz, Monterey, the Marshall Pass, and Manitou Springs, and with double berth in Pullman sleeping-cars; hotel accommodations according to the itinerary, for the period of the regular tour (sixty-two days), with sojourns at hotels at Las Vegas Hot Springs, Redondo Beach, Coronado Beach, Los Angeles, Santa Barbara, San Francisco, San Jose, Santa Cruz, Monterey, and Manitou Springs; meals, while traveling, in dining-cars, or at hotels or dining-stations *en route*; omnibus or carriage transfers from railway stations to hotels, and *vice versa*, wherever needed (in San Diego, Los Angeles, Santa Barbara, San Francisco, San Jose, Santa Cruz, Monterey, and Manitou Springs; special carriage rides in Pasadena, Santa Barbara, San Francisco, Santa Cruz, and Manitou Springs; all expenses for transportation, transfer, and care of baggage (to the extent of 150 pounds for each full ticket and seventy-five pounds for each child's ticket, all excess of said amounts being liable to extra charge at customary rates), and the services of the conductors—in short, EVERY NEEDED EXPENSE of the entire round trip from Boston back to Boston.

Price for children between the ages of five and twelve years, THREE HUNDRED AND FIVE DOLLARS. This covers a separate sleeping-car berth throughout the entire route, the same as for an adult. Where no separate berth is required, the price for children between the ages of five and twelve years will be TWO HUNDRED AND SIXTY-FIVE DOLLARS.

Price of tickets for the Yosemite trip, THIRTY-FIVE DOLLARS, in addition to cost of ticket for the regular excursion. (See pages 110-112.)

The cost of an extra double berth (giving an entire section to one person) for the journey between Boston and Los Angeles is \$21. Drawing-room for one occupant,

\$58; for two occupants, \$37 — \$18.50 for each passenger; for three occupants, entire extra charge, \$13.50.

From Santa Barbara to San Francisco: Extra double berth, \$2.50; drawing-room for one occupant, \$6.50; for two occupants, \$4 — \$2 for each passenger; for three occupants, entire extra charge, \$1.50.

From San Francisco to Boston: Extra double berth, \$21; drawing-room for one occupant, \$58; for two occupants, \$37 — \$18.50 for each passenger; for three occupants, entire extra charge, \$13.50.

Sleeping-cars are used during the entire journey, except on some of the little side trips made wholly by daylight.

ITINERARY.

MONDAY, April 20. *First Day.*— Leave Boston, from the station of the Fitchburg Railroad, Causeway street, at 4.00 P. M., and proceed westward, *via* the Hoosac Tunnel line, in a train of magnificent Pullman vestibuled palace cars, which includes a palace dining-car. On arrival at the station members of the party should check their baggage to Las Vegas Hot Springs. The checks will be taken up by the baggage-master of the party, who will attend to the delivery, collection, and transportation of the baggage during the trip. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must be looked after by the passengers. From Rotterdam Junction, N. Y., westward *via* West Shore Railroad.

TUESDAY, April 21. *Second Day.*— On the West Shore Railroad, arriving at Buffalo 9.30 A. M., and at Suspension Bridge 11.00 A. M., thus crossing the Niagara River by daylight; from that point westward on Grand Trunk Railway; from Port Huron, Mich., westward on Chicago & Grand Trunk Railway.

NOTE.— Railway time changes at Port Huron, Mich., from Eastern, or 75th meridian, to Central, or 90th meridian — one hour slower.

WEDNESDAY, April 22. *Third Day.*— From Blue Island Junction, Ill., westward *via* Chicago, Rock Island & Pacific Railway.

THURSDAY, April 23. *Fourth Day*.— Arrive in Kansas City, Mo., 6.00 A. M.; leave Kansas City at 11.30 A. M. *via* Atchison, Topeka & Santa Fe Railroad, and proceed westward through Kansas.

NOTE.—Railway time changes at Dodge City, Kan., from Central, or 90th meridian, to Mountain, or 105th meridian — one hour slower.

FRIDAY, April 24. *Fifth Day*.— On the Atchison, Topeka & Santa Fe Railroad, *en route* through Colorado and New Mexico. Arrive at Las Vegas Hot Springs at a late hour, and remain on the sleeping-cars until morning.

SATURDAY, April 25. *Sixth Day*.— At Las Vegas Hot Springs; stay at The Montezuma, S. H. Brown, manager.

SUNDAY, April 26. *Seventh Day*.— At Las Vegas Hot Springs.

MONDAY, April 27. *Eighth Day*.— Leave Las Vegas Hot Springs at 12.00 M., and Las Vegas at 1.00 P. M.; cross the Glorieta Pass by daylight; from Lamy to Santa Fe over branch line, arriving at the latter place about 8.00 P. M.; remain on the cars.

TUESDAY, April 28. *Ninth Day*.— At Santa Fe. Leave Santa Fe, *via* Atchison, Topeka & Santa Fe Railroad, at 12.00 M.; arrive at Albuquerque, N. M., 4.00 P. M.; leave Albuquerque, *via* Atlantic & Pacific Railroad, at 5.00 P. M.

WEDNESDAY, April 29. *Tenth Day*.— *En route* through Arizona on the Atlantic & Pacific Railroad.

THURSDAY, April 30. *Eleventh Day*.— Arrive at Barstow, Cal., 3.30 A. M.; thence south *via* the Southern California Railway Company's line; arrive at San Bernardino 7.30 A. M.; leave at once for Los Angeles, arriving there at 9.55 A. M.; leave Los Angeles at 10.15 A. M.; arrive at Redondo Beach 11.02 A. M.; to the Redondo Beach Hotel, E. W. Root, manager.

NOTE.—Railway time changes at Barstow from Mountain standard, or 105th meridian, to Pacific standard, or 120th meridian — one hour slower.

FRIDAY, May 1. *Twelfth Day*.— At Redondo Beach.

SATURDAY, May 2. *Thirteenth Day*.— At Redondo Beach. Leave Redondo Beach 3.05 P. M.; arrive at Redlands 7.20 P. M.

SUNDAY, May 3. *Fourteenth Day*.— At Redlands.

MONDAY, May 4. *Fifteenth Day*.— At Redlands.

TUESDAY, May 5. *Sixteenth Day*.— Leave Redlands at 7.03 A. M.; arrive at Riverside 7.55 A. M.; dinner at The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager; leave Riverside 3.10 P. M.; arrive at San Diego 8.35 P. M.; omnibus transfer from the station to the Hotel del Coronado, Coronado Beach, E. S. Babcock, Jr., manager.

WEDNESDAY, May 6. *Seventeenth Day*.— At Hotel del Coronado, Coronado Beach.

THURSDAY, May 7. *Eighteenth Day*.— At Hotel del Coronado, Coronado Beach.

FRIDAY, May 8. *Nineteenth Day*.— Omnibus transfer from the Hotel Coronado to the station of the Southern California Railway, and leave San Diego 7.30 A. M.; arrive at Los Angeles 12.15 P. M.; omnibus transfer by the Los Angeles Transfer Company to The Nadeau, Bonsall & Schreiber, proprietors, and The Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager.

SATURDAY, May 9. *Twentieth Day*.— Omnibus transfer from the hotels to the Santa Fe station, and leave Los Angeles by the Southern California Railway at 8.30 A. M.; arrive at Pasadena 9.03 A. M.; carriage ride, visiting the most beautiful sections of Pasadena, including The Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.; lunch at the Hotel Arcadia, Lamanda Park; leave Pasadena, *via* Southern California Railway, 5.55 P. M.; arrive at Los Angeles 6.30 P. M.; omnibus transfer to The Nadeau and The Westminster.

SUNDAY, May 10. *Twenty-first Day*.— In Los Angeles.

MONDAY, May 11. *Twenty-second Day*.— Omnibus transfer from the hotels to the Southern Pacific Company's Arcade station, and at 7.25 A. M. leave Los Angeles by the Santa Barbara line; arrive at Santa Barbara 12.05; omnibus transfer to The Arlington, C. C. Wheeler, manager.

TUESDAY, May 12. *Twenty-third Day*.— In Santa Barbara. Carriage ride, with visits to the most interesting and picturesque parts of the city and its surroundings.

NOTE.— The carriage drive can be taken on any day of the stay in Santa Barbara.

WEDNESDAY, May 13. *Twenty-fourth Day*.— In Santa Barbara.

THURSDAY, May 14. *Twenty-fifth Day*.— In Santa Barbara.

FRIDAY, May 15. *Twenty-sixth Day*.— In Santa Barbara.

SATURDAY, May 16. *Twenty-seventh Day.*—In Santa Barbara.

SUNDAY, May 17. *Twenty-eighth Day.*—In Santa Barbara.

MONDAY, May 18. *Twenty-ninth Day.*—In Santa Barbara.

TUESDAY, May 19. *Thirtieth Day.*—In Santa Barbara. Omnibus transfer from The Arlington to the station, and leave Santa Barbara by the Southern Pacific Company's line at 9.45 A. M.; dinner at the station dining-room, Saugus; supper at the station dining-rooms, Mojave.

WEDNESDAY, May 20. *Thirty-first Day.*—On the Southern Pacific Company's line *en route* northward; breakfast at the station dining-rooms, Lathrop; arrive at Oakland Pier 9.50 A. M., and in San Francisco by ferry at 10.15 A. M.; transfer from the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, to the Palace Hotel, S. F. Thorn, manager.

NOTE.—The Yosemite valley passengers will reach Berenda (on this and preceding dates) at 3.05 A. M., and Raymond (by branch railway line from Berenda) at 6.15 A. M. The stage journey begins at Raymond. Through sleeping-cars will be run from Santa Barbara to Raymond, for the accommodation of the members of the party.

THURSDAY, May 21. *Thirty-second Day.*—In San Francisco. The members of the party will have a carriage ride while at San Francisco, the route being to Golden Gate Park, and thence to the Cliff House, returning *via* Point Lobos road, which overlooks the Presidio, with Fort Point and the Golden Gate in the distance. This ride may be taken on any day of the stay in San Francisco.

FRIDAY, May 22. *Thirty-third Day.*—In San Francisco.

SATURDAY, May 23. *Thirty-fourth Day.*—In San Francisco.

SUNDAY, May 24. *Thirty-fifth Day.*—In San Francisco.

MONDAY, May 25. *Thirty-sixth Day.*—In San Francisco. Transfer from the Palace Hotel to the station of the Southern Pacific Company's Monterey line, corner of Third and Townsend streets, and leave San Francisco at 8.30 A. M.; arrive at San Jose 10.27 A. M.; omnibus transfer to the Hotel Vendome.

TUESDAY, May 26. *Thirty-seventh Day.*—In San Jose. Stage excursion to the Lick Observatory, on the summit of Mount Hamilton, leaving the Hotel Vendome in the morning and returning in the afternoon.

WEDNESDAY, May 27. *Thirty-eighth Day*.—In San Jose.

THURSDAY, May 28. *Thirty-ninth Day*.—In San Jose.

FRIDAY, May 29. *Fortieth Day*.—In San Jose. Omnibus transfer from the Hotel Vendome to the station of the Southern Pacific Company's Santa Cruz (narrow-gauge) line, and leave San Jose at 4.46 P. M.; arrive at Santa Cruz about 6.45 P. M., after visiting the "Big Trees," six miles from Santa Cruz; omnibus transfer to the Pacific Ocean House, W. J. McCollum, proprietor, the Pope House, F. A. Macartney, proprietor, and the Sea Beach Hotel, J. T. Sullivan, proprietor.

SATURDAY, May 30. *Forty-first Day*.—In Santa Cruz. Carriage ride, visiting the beach, cliff, etc.

SUNDAY, May 31. *Forty-second Day*.—In Santa Cruz.

MONDAY, June 1. *Forty-third Day*.—In Santa Cruz. Omnibus transfer from the hotels to the station of the Southern Pacific Company's broad-gauge line, and leave Santa Cruz at 10.00 A. M.; arrive at Hotel del Monte station, Monterey, 1.05 P. M.; carriage transfer from the station to the Hotel del Monte, Georg Schönewald, manager.

TUESDAY, June 2. *Forty-fourth Day*.—At the Hotel del Monte, Monterey.

WEDNESDAY, June 3. *Forty-fifth Day*.—At the Hotel del Monte, Monterey.

THURSDAY, June 4. *Forty-sixth Day*.—At the Hotel del Monte, Monterey.

FRIDAY, June 5. *Forty-seventh Day*.—Carriage transfer from the Hotel del Monte to the Southern Pacific Company's station, and leave Monterey 7.55 A. M.; arrive in San Francisco 11.15 A. M.; transfer from the Third and Townsend streets station to the Palace Hotel in the coaches of the United Carriage Company.

SATURDAY, June 6. *Forty-eighth Day*.—In San Francisco.

SUNDAY, June 7. *Forty-ninth Day*.—In San Francisco.

MONDAY, June 8. *Fiftieth Day*.—Transfer from the Palace Hotel to the Oakland ferry, foot of Market street, in the coaches of the United Carriage Company, and leave San Francisco by ferry at 9.00 A. M.; leave Oakland Pier 9.30 A. M., *via* the Southern Pacific Company's Ogden line, in Pullman palace vestibuled sleeping-cars, with Pullman palace dining-car attached; cross the most picturesque parts of the Sierra Nevada by daylight.

TUESDAY, June 9. *Fifty-first Day.*—*En route* through Nevada and Utah on the Southern Pacific Company's Railway line.

WEDNESDAY, June 10. *Fifty-second Day.*—Arrive at Ogden, U. Ter., at an early hour, and leave there, *via* the Rio Grande Western Railway, without change of cars. On arrival at Salt Lake City the train will be side-tracked, and remain during the day; leave Salt Lake City at 5.00 P. M. in the same cars *via* the Rio Grande Western Railway.

NOTE.—Railway time changes at Ogden, from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian—one hour faster.

THURSDAY, June 11. *Fifty-third Day.*—On the Rio Grande Western and Denver & Rio Grande Railways *en route* through picturesque sections of Colorado. Arrive at the famous health resort, Glenwood Springs, in the forenoon, and remain there several hours; pass through the cañon of the Grand River, the cañon of the Eagle River, and over Tennessee Pass by daylight; arrive at Salida, Col., in the evening.

FRIDAY, June 12. *Fifty-fourth Day.*—Side trip on the Denver & Rio Grande Railway from Salida over the Marshall Pass and return: Leave Salida in narrow-gauge cars at 9.00 A. M.; arrive at Sargent 1.00 P. M.; leave Sargent 2.00 P. M.; arrive at Salida 5.00 P. M.; breakfast and dinner in dining-car; lunch at station dining-rooms, Sargent.

NOTE.—Persons returning independently can make the Marshall Pass trip on the regular trains, either returning the same day, or, if desirable, remaining over night at Gunnison.

SATURDAY, June 13. *Fifty-fifth Day.*—Leave Salida at 7.00 A. M., and proceed over main line of Denver & Rio Grande Railway through the Royal Gorge, etc.; arrive at Manitou Springs 3.00 P. M.; omnibus transfer to the Barker House, C. W. Barker, proprietor, and the Cliff House, E. E. Nichols, proprietor.

SUNDAY, June 14. *Fifty-sixth Day.*—At Manitou Springs.

MONDAY, June 15. *Fifty-seventh Day.*—At Manitou Springs. Carriage ride, visiting the Garden of the Gods, etc.; omnibus transfer to the Denver & Rio Grande Railway station, and leave in Pullman palace sleeping-cars at 10.00 P. M., and proceed to Denver over Denver & Rio Grande Railway.

TUESDAY, June 16. *Fifty-eighth Day.*—At Denver. The cars will be placed upon a side track, and breakfast and lunch will be furnished at the Union station dining-rooms; leave Denver at 5.00 P. M. *via* the Omaha & Denver Short Line of the Union Pacific Railway; supper on dining-car.

WEDNESDAY, June 17. *Fifty-ninth Day.*—On Union Pacific Railway *en route* through Nebraska; arrive at Omaha 3.10 P. M. and at Council Bluffs 3.35 P. M.; leave Council Bluffs at 5.00 P. M. *via* Chicago, Rock Island & Pacific Railway.

NOTE.—Railway time changes at North Platte, Neb., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

THURSDAY, June 18. *Sixtieth Day.*—On Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois; arrive at Blue Island Junction about 1.30 P. M.; thence east on the Chicago & Grand Trunk Railway.

NOTE.—Members of the party who return independently from Chicago eastward will be required to exchange their east-bound passage and sleeping-car coupons at the station ticket offices of the Chicago & Grand Trunk Railway, either at Chicago & Grand Trunk Railway Crossing, Blue Island Junction, or the new Dearborn station (Polk street and Fourth avenue), Chicago, or at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent, to whom all applications in advance for sleeping-berths should be addressed. Persons desirous of availing themselves of the “stop over” privilege at Niagara Falls can take the train leaving Chicago at 3.15 P. M., and, arriving at Niagara Falls next morning, await there the arrival of the Atlantic express in the afternoon. Niagara Falls is the next point east of Chicago where “stop over” privileges are permitted.

FRIDAY, June 19. *Sixty-first Day.*—Arrive at Niagara Falls 9.00 A. M. (Eastern standard time); remain here until afternoon; leave Niagara Falls, *via* West Shore Railroad (from New York Central Railroad station) at 4.48 P. M.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

SATURDAY, June 20. *Sixty-second Day.*—From Rotterdam Junction eastward *via* Fitchburg Railroad; breakfast at the station dining-rooms, Athol, Mass., W. E. Wood, proprietor; arrive in Boston (Fitchburg Railroad station, Causeway street) 9.50 A. M.

The return tickets will be good on any train until Oct. 20, 1891, so that members of the party who desire to remain a longer time in California than is contemplated by the itinerary, can do so.

Persons remaining on the Pacific Coast beyond the date of the return of the party should apply, before leaving for the East, to our agent, CLINTON JONES, No. 36 Montgomery street, San Francisco. Mr. Jones will give all information and render all assistance needed in connection with the signing of the excursion ticket, securing sleeping-berths, etc.

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" Kansas City, Mo., to Las Vegas, N. M. (786 miles), Las Vegas to Las Vegas Hot Springs and return (12 miles), Las Vegas to Lamy (65 miles), Lamy to Santa Fe and return (36 miles), and Lamy to Albuquerque (68 miles),—all on the Atchison, Topeka & Santa Fe Railroad.....	967
" Albuquerque to Barstow, Atlantic & Pacific Railroad.....	747
" Barstow to San Bernardino (81 miles), San Bernardino to Los Angeles (61 miles), Los Angeles to Redondo Beach and return (46 miles), Los Angeles to Redlands (70 miles), Redlands to Riverside (18 miles), Riverside to San Diego (131 miles), San Diego to Los Angeles (124 miles), and Los Angeles to Pasadena and return (20 miles),—all on the Southern California Railway Company's system	551
" Los Angeles to Santa Barbara (112 miles), and Santa Barbara to San Francisco (529 miles), Southern Pacific Company's Railway.....	641
Distances carried forward.....	4,412

	MILES.
Distances brought forward.....	4,412
From San Francisco to San Jose, Southern Pacific Company's Monterey line.....	50
“ San Jose to the summit of Mount Hamilton and return, Mount Hamilton Stage Company....	52
“ San Jose to Santa Cruz, Southern Pacific Company's Santa Cruz (narrow-gauge line).....	34
“ Santa Cruz to Monterey, Southern Pacific Company's broad-gauge line.....	47
“ Monterey to San Francisco, Southern Pacific Company's Monterey line.....	124
“ San Francisco to Ogden, U. Ter., Southern Pacific Company's Ogden line.....	834
“ Ogden to Grand Junction, Col., Rio Grande Western Railway.....	328
“ Grand Junction to Salida, Denver & Rio Grande Railroad, main line.....	243
“ Salida to Sargent's and return, Denver & Rio Grande Railroad (narrow-gauge).....	84
“ Salida to Manitou Springs (148 miles), and Manitou Springs to Denver (81 miles), Denver & Rio Grande Railroad, main line.....	229
“ Denver to Council Bluffs, Union Pacific Railway	572
“ Council Bluffs to Blue Island Junction (483 miles) or Chicago (500 miles), Chicago, Rock Island & Pacific Railway.....	500
“ Chicago to Port Huron, Mich. (335 miles), or from Blue Island Junction to same point (316 miles), Chicago & Grand Trunk Railway.....	335
“ Port Huron to Suspension Bridge, Great Western Division of Grand Trunk Railway.....	181
“ Suspension Bridge to Rotterdam Junction, N. Y., West Shore Railroad.....	296
“ Rotterdam Junction to Boston, Fitchburg Railroad.....	212
Total.....	8,533

Neither the Yosemite excursion nor the carriage rides are included in the foregoing enumeration, only the railway and stage journeys embraced in the regular tour being taken into account.

In the course of the tour the excursionists will pass through the following States and Territories: *States* — Massachusetts, Vermont, New York, Michigan, Indiana, Illinois,

Iowa, Missouri, Kansas, Colorado, California, Nevada, and Nebraska (13); *Territories* — New Mexico, Arizona, and Utah (3); and also the Province of Ontario in Canada.


The Excursion to the Big Tree Groves and the Yosemite Valley.

As already explained, there will be ample time for all who desire to make the side trip to the Mariposa Groves of Big Trees and the Yosemite valley, to do so. The additional cost of the side trip from Berenda to the valley and return — Berenda being the point where the regular excursion ticket is resumed — is \$35. This does not include board or side trips within the valley, but all board coupons provided for in the regular excursion that remain unused, will be redeemed, so that the net cost of the trip will be brought within \$50. See pages 110-112.

Persons desirous of joining this party should register their names as early as convenient. The tickets must be taken on or before Wednesday, April 15 — five days previous to the date of departure.

W. RAYMOND.

I. A. WHITCOMB.

 Tickets for the excursion, additional copies of this circular, and all needed information can be obtained of

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.

New York Office:
No. 257 Broadway,
RAYMOND & WHITCOMB.

Chicago Office:
103 SOUTH CLARK STREET, cor. Washington Street,
E. H. HUGHES, Agent.

Philadelphia Office:
111 SOUTH NINTH STREET, under Continental Hotel,
RAYMOND & WHITCOMB.

London Office, 142 Strand, W. C.
HENRY CAZE & SON,
European Agents for Raymond's American Excursions.

AGENTS ON THE PACIFIC COAST.

FOR SOUTHERN CALIFORNIA,
CHARLES C. HARDING, Agent,
THE RAYMOND, EAST PASADENA, CAL.
During the winter and early spring.

LOS ANGELES OFFICE,
138 SOUTH SPRING ST.,
RAYMOND & WHITCOMB,
F. W. THOMPSON, Agent.

SAN FRANCISCO OFFICES,
26 MONTGOMERY STREET,
ROOM 6,
CARROLL HUTCHINS, Agent.

And also 36 MONTGOMERY STREET
(CORNER SUTTER STREET),
CLINTON JONES, Agent.

PORTLAND (Or.) OFFICE,
83 FIRST STREET,
CHARLES KENNEDY, Agent.

Hints About Clothing.

Although the excursions are to be made in the pleasantest part of the year, and at a time when a mild temperature is likely to prevail, provision should be made to guard against sudden changes. Warm clothing, with light overcoats, shawls, or convenient wraps, which may be brought into service or discarded, as required, is an essential part of the outfit. In the outward journey through New Mexico, Arizona, and Southern California, and the homeward one by the Northern Pacific or Ogden routes, the temperature may be warm, and clothing should be provided accordingly, but wraps should always be at hand for evening use in case of necessity. The railway rides through some sections — chiefly across the deserts — may be dusty, and dust is likely to be encountered in journeying about California. This fact should govern, to some extent, the selection of materials for traveling suits, and render “dusters” of special utility. Warm underclothing should always be worn. However warm the days may be on the Pacific Coast, the evenings and nights are cool. The dryness of the atmosphere, too, renders a high temperature much less to be dreaded than in the East. As to the San Francisco climate, it is worthy of note that the residents of that city are accustomed to wear the same thickness of clothing the year through. The temperature in the northern regions we are to visit is delightful in spring and summer.

In the Yosemite trip strong and serviceable clothing and a pair of stout walking-shoes or boots will be best; and these will be useful, of course, in other parts of the excursion, especially in Colorado and the Yellowstone National Park. Visitors to the Yosemite should be content to leave finery behind, and baggage should also be discarded to as great an extent as possible. The same remarks will apply to the Yellowstone National Park, where the traveler should be prepared with clothing which dust cannot injure, good walking-shoes, and wraps for evening wear. There are

few nights within the park, even in midsummer, without frosts. Rubbers or "gum" shoes and waterproof coverings will suggest themselves. A piece of mosquito netting, which can be worn over the face and neck in certain parts of the park, will also be serviceable.

For the Alaska trip one should dress as warmly as for an Atlantic Ocean voyage, but no warmer, since that should mean woollens and wraps. Strong and serviceable clothing with stout shoes are prime necessities for Alaska as well as for the National Park. Ladies should remember that the decks of a steamer are always washed down in the morning, even without the aid of rain, and that trailing skirts are under such circumstances undesirable. In the saturated moss and grass, and perhaps mud, of the shore, they are equally out of place. A gossamer for ladies, a mackintosh for gentlemen, rubber shoes or boots, and umbrellas all around, are likely to suggest themselves. It does not rain all the time in Alaska, and most of the sight seeing is from the steamer's deck; but it is better to be prepared for little land expeditions in all weathers. The rains come frequently and with little heralding, making rubber garments and an umbrella useful companions. Ladies who have crossed the ocean need not be told that closely fitting outer garments are more convenient on the breezy deck than loose cloaks or shawls. Walking over the glaciers is difficult and in places dangerous. At the Muir Glacier, a landing may be desirable, but there is likely to be little traveling done except on the lateral moraines, and no special preparation is desirable for that kind of work beyond what has already been suggested. Alpenstocks and canes can be obtained of the baggage porter on the steamer. The main ice stream, on account of its rapid motion, is badly broken and of rough surface, abounding in deep crevasses, which are constantly forming in unexpected places. Even the most intrepid investigators have thus far been able to explore only a limited section.

Steamer chairs, if desired, can be obtained generally of the deck stewards on the steamer; and also at Tacoma, Port Townsend, or Victoria. They can be leased for the voyage if returned in good condition.

GUIDE BOOKS, ETC.

The books of travel and adventure relating to the Pacific Coast and to the diverse sections of country passed through in the various routes across the continent are legion, and we will not attempt to give even a partial list.

Across the Continent.

There are numerous guide books of a local character that may be purchased in the principal localities visited, but there is a lack of comprehensive books of this class covering the long transcontinental routes. Crofutt's is unquestionably the most comprehensive. The publications of the several railroad companies are generally very useful in this connection, and the same may be said regarding maps.

The Crest of the Continent, by Ernest Ingersoll, is a graphic description of the scenery on the line of the Denver & Rio Grande route.

Over the Range to the Golden Gate, by Stanley Wood, is another excellent work devoted largely to the same route.

The Great Northwest, a guide book and itinerary for the use of travelers over the Northern Pacific Railroad and its allied lines, is published by Riley Brothers, St. Paul.

Persons desirous of gaining information relative to the ancient ruins in Colorado, New Mexico, Arizona, etc., will find maps and interesting papers by W. H. Jackson and W. H. Holmes in the *Tenth Annual Report* (Professor Hayden's) of the *United States Geological and Geographical Survey*,—the volume for 1876. *The Seventh Annual*

United States Geological Report (for 1873) and the *Smithsonian Institution Reports for 1854 and 1869* also contain articles upon the same subject.

The Round Trip from the Hub to the Golden Gate, by Susie C. Clark, is a new and entertaining account of a journey to the Pacific Coast and back again by a member of one of our excursion parties. Published by Lee & Shepard, Boston.

A History of the Northern Pacific Railroad, by E. V. Smalley, is an account of that great enterprise from the time of its inception, in 1834, to the opening of the road, in 1883.

California.

The most complete and exhaustive work upon California and the Pacific Coast is comprised in Hubert Howe Bancroft's series of volumes, published by The Bancroft Company, San Francisco.

All About Pasadena and Its Vicinity, by Charles Frederick Holder, is a new and comprehensive guide book, published by Lee & Shepard, of Boston. It is sold at \$1 (cloth binding) and 50 cents (paper covers), and will be forwarded by mail from this office on receipt of price.

Southern California, by Theodore S. Van Dyke, sets forth the advantages of that region, both as a place of interest to the tourist and for permanent residence.

California of the South, by Walter Lindley, M. D., and J. P. Widney, M. D., is a new work published by D. Appleton & Co., of New York.

Major Ben. C. Truman's books upon California are full of information. They include *Semi-Tropical California*, *Occidental Sketches*, *Tourists' Guide to the Summer and Winter Resorts of California*, *Homes and Happiness in California*, and *Crescent City and Golden Gate*. The three latter are profusely illustrated, and may be had free by addressing T. H. Goodman, H. R. Judah, or W. H. Mills, Southern Pacific Com-

pany's office, Fourth and Townsend streets, San Francisco. Major Truman has recently written a guide entitled *Southern California*, which may be had free by addressing W. F. White, Traffic Manager, Chicago, or any of the agents of the Atchison, Topeka & Santa Fe Railroad.

West by South, Half South, by E. McD. Johnstone, is a profusely illustrated and elegantly printed pamphlet recently issued by the passenger department of the Southern Pacific Company.

Yosemite: Where to Go, and What to Do, by Lewis Stornaway, can be found at the California book-stores.

Hand-book of the Lick Observatory, by Professor Edward S. Holden, is invaluable to persons who visit Mount Hamilton.

A Pacific Coast Scenic Tour, by Henry T. Finck, is a recently published book, descriptive of scenery from Southern California to Alaska, etc.

Among other books on California are *In the Heart of the Sierras*, by J. M. Hutchings; *Santa Barbara and Around There*, by Edwards Roberts; *Ramona*, by Helen Hunt Jackson; and *California as It Is and Was*, by William H. Thomes (also author of *On Land and Sea* and *Lewey and I*, two books of early adventure on the Pacific Coast.

Wild Flowers of the Pacific Coast and *Wild Flowers of the Rocky Mountains*, by Emma Homan Thayer, are two superbly illustrated books, published by Cassell & Co., of New York. The illustrations are from water-color paintings executed by Mrs. Thayer, and reproduce with fidelity every shade of color in the originals.

Oregon and Washington.

The Wealth and Resources of Oregon and Washington, by C. N. Miller (1889), issued by the Union Pacific Railway Co., is the latest work relating to the Pacific Northwest.

Washington Irving's *Astoria* and Lewis and Clark's narrative of their expedition

give interesting accounts of the early explorations in Oregon and other parts of the Pacific Northwest.

The West Shore, an illustrated weekly, published by L. Samuel, Portland, Or., at \$4 per year, is devoted largely to descriptive articles of the Pacific Northwest. A similar publication (issued monthly) is *The Northwest*, published by E. V. Smalley, St. Paul, Minn., at \$1.50 per year.

Alaska.

The earliest accounts of the region now denominated Alaska are probably to be found in the accounts of the early voyages of Captain Cook and Vancouver, and in J. Von Straehlin's *Account of the New Northern Archipelago* (published in London, 1774). A work by Baron Ferdinand von Wrangel on the Russian possessions in America was published in St. Petersburg in 1839.

There are many accounts of Alaska in United States government reports, and the speeches of Charles Sumner in the Senate (1867) and Nathaniel P. Banks in the House of Representatives (1868) will be perused with peculiar interest. Volume 28 of Hubert Howe Bancroft's *History of the Pacific States of North America* gives an historical sketch of the country, and popular accounts will be found in Hartwig's *Polar World*, *Hours at Home*, the *Atlantic Monthly* for June, 1867, *Harper's Magazine* for 1867 and 1869, *Lippincott's Magazine* for February and November, 1868, and the *American Journal of Science* for 1867 and 1881.

Among the later books relating to Alaska are the following:—

Travel and Adventure in the Territory of Alaska, by Frederick Whymper (1869).

Alaska and its Resources, by William Healey Dall (1870).

Alaska and Missions on the North Pacific Coast, by Rev. Sheldon Jackson, D. D. (1880).

The Seal Islands of Alaska, by Henry W. Elliott (1881).

Among the Alaskans, by Julia McNair Wright (1883).

Fifth Avenue to Alaska, by Edwards Pierrepont (1884).

Along Alaska's Great River, by Frederick Schwatka (1885). Lieutenant Schwatka is also the author of an account of a voyage to Alaska printed in *Wonderland*, a pamphlet issued by the passenger department of the Northern Pacific Railroad yearly since 1886, and devoted to the Yellowstone National Park and the Pacific Northwest.

Alaska, Its Southern Coast and the Sitkan Archipelago, by E. R. Scidmore (1885).

A Trip to Alaska, by George Wardman (1885).

Our Arctic Provinces, by Henry W. Elliott (1886).

Our New Alaska ; or, The Seward Purchase Vindicated, by Charles Hallock (1886).

Report on Education in Alaska, by Rev. Sheldon Jackson, D. D. (1886).

Shores and Alps of Alaska, by H. W. Seton-Karr (1887).

Thirteen Years of Travel and Exploration in Alaska, by W. H. Pierce (edited by Professor and Mrs. J. H. Carruth).

Picturesque Alaska, by Abby Johnson Woodman (1889).

The Ice Age in North America and its Bearings on the Antiquity of Man, by G. Frederick Wright (1889); published by D. Appleton & Co., New York. Chapter II. of this work is devoted to the glaciers of the Pacific Coast, and Chapter III. to Professor Wright's experiences on the Muir Glacier in 1886.

The New Eldorado, a Summer Journey to Alaska, by Maturin M. Ballou (1890). This is one of Mr. Ballou's latest volumes of travels. It is devoted in part to the Yellowstone National Park.

The Wonders of Alaska, by Alexander Badlam, published by the Bancroft Company, San Francisco (1890). This and Miss Scidmore's work are the nearest approach to the guide-book form of anything extant.

The Yellowstone National Park.

The Fifth Annual United States Geological Report (for 1871) contains Dr. F. V. Hayden's original account of the Yellowstone Park region; and the subsequent volumes also contain much relating thereto, the fullest and most exhaustive account yet prepared appearing in the most recently published *Report* (the Twelfth for 1878). Part II. (503 pages), together with numerous maps, includes interesting contributions by W. H. Holmes on the Geology of the Park, Dr. A. C. Peale on Thermal Springs, and Henry Gannett on the Topography of the Park.

The reports of Captain William A. Jones, General W. F. Reynolds, Rossiter W. Raymond, Captain J. W. Barlow, Captain D. P. Heap, Professor F. B. Comstock, General W. T. Sherman, General P. H. Sheridan, Superintendents N. P. Langford, P. W. Norris, and P. H. Conger, and others will be found in documents printed by order of the government.

The American Encyclopædia, *Johnson's New Universal Encyclopædia*, *Picturesque America*, *Scribner's Magazine* for 1871, '72, and '73, *Lippincott's Magazine* for 1880, *The Southern Magazine* for 1871, *Appleton's Journal* for 1881, *Nature* for 1872, *Chamber's Journal* for 1882, and the *United States Census Report* for 1880 all contain articles relating to the park; and the later works on geology by Geikie, Dana, and Le Conte have scientific references to its marvels.

There are many books of travel relating to the park, and among them are *The Great Divide*, by Lord Dunraven; James Richardson's *Wonders of the Yellowstone*; *Horseback rides through the Yellowstone Park*, by H. J. Norton; *Camp and Cabin*, by Rossiter W. Raymond; *Rambles in Wonderland*, by Edwin J. Stanley; *A Pilgrimage to Geyser Land*; or, *Montana on Muleback*, by Ellsworth Spencer; *Rambles Overland*,

by Rev. Almond Gunnison, D. D.; and *The New Eldorado* (elsewhere mentioned), by Maturin M. Ballou.

A complete list of all works having reference to the Yellowstone Park (published previous to 1882), and also lists of authorities on the thermal springs of all parts of the world, will be found in *Hayden's Twelfth Report* (Part II., pages 427-499).

Professor Arnold Hague's paper — *Geological History of the Yellowstone National Park* — appears in the "Transactions of the American Institute of Mining Engineers for 1887."

Photographs.

Jackson's photographic views of scenery in Colorado, New Mexico, etc., may be ordered of the Chain and Hardy Book, Stationery, and Art Company, 1609 to 1615 Arapahoe street, Denver, Col. Catalogues will be sent by them on application.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 8 Montgomery street. Fine photographic views (large or small sizes) of California scenery may be had of Taber & Co., or at the Watkins Yosemite Art Gallery, Palace Hotel.

W. H. Partridge, No. 2832 Washington street, Boston, has a large assortment of Alaska views. Catalogues will be sent on application. These views may be purchased at Sitka, and also views taken by Edward de Groff, a local photographer.

F. J. Haynes & Brother, of St. Paul, Minn., has made a specialty of photographing the geysers and other wonders of the Yellowstone National Park. Their views are sold at the Mammoth Hot Springs, and also at No. 392 Jackson street, St. Paul, where tourists will be welcomed at all times. Catalogues will be sent from St. Paul on application. *The Yellowstone National Park in Photo-Gravure* is the title of a magnificent collection of views issued by this firm.

Standard Time Divisions.

OUTWARD TRIP.—From Boston to Port Huron, Mich., Eastern standard or 75th meridian time; Port Huron to Dodge City, Kan., Central standard or 90th meridian time (one hour slower than Eastern time); from Dodge City west, through Colorado, New Mexico, and Arizona, to Barstow, Cal., Mountain standard or 105th meridian time (two hours slower than Eastern time); thence through California, Oregon, Washington, and British Columbia, Pacific standard or 120th meridian time (three hours slower than Eastern time).

IN ALASKA.—Steamer time varies from day to day as the voyage tends westward. The time at Sitka, the westernmost point reached (135 degrees and 52 minutes west from Greenwich), is about one hour slower than Pacific standard.

HOMEWARD TRIP OVER NORTHERN PACIFIC ROUTE.—From the Pacific Coast to Hope, Id., Pacific standard; from Hope to Mandan, N. D., Mountain standard; from Mandan to Port Huron, Province of Ontario, Central standard; from Port Huron eastward, Eastern standard.

HOMEWARD TRIP VIA OGDEN.—From San Francisco to Ogden, Pacific standard; from Ogden to North Platte, Neb., Mountain standard; from North Platte to Port Huron, Mich., Central standard; from Port Huron eastward, Eastern standard.

SUMMER EXCURSIONS.

We have arranged a very attractive series of tours for the months of July and August, 1891. The parties will leave Boston on different dates in those months, and visits will be made to the principal resorts of New York, New England, and Canada. Among the many places to be visited are Mauch Chunk, Watkins Glen, Niagara Falls, the Thousand Islands, Hudson River, Saratoga, Trenton Falls, Lakes George and Champlain, the Adirondack Mountains, the White Mountains, the Isles of Shoals, Mount Desert, Moosehead Lake, Montreal, Quebec, the Saguenay River, and all the leading places of interest in the Maritime Provinces. The tour of the latter will include an extended round of travel through New Brunswick, Nova Scotia, Cape Breton, and Prince Edward Island, with visits to St. Andrews, Frederickton, St. John, the Annapolis valley (the land of Evangeline), Halifax, the Bras d'Or Lakes, Baddeck, Sydney, Charlottetown, etc.

A descriptive circular, giving all needed details, will be issued early. This will be sent to any address.

RAYMOND & WHITCOMB, 296 Washington St. (opposite School St.), Boston, Mass.



. * Hotel Del Monte * .

AND ITS SURROUNDINGS,
MONTEREY, CAL.